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# INTERGRATED MODEL DEVELOPMENT ENVIRONMENT (IMDE) MULTI-FUNCTION AEROSPACE SUPPORT SYSTEM (MASS STUDY)


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This report documents research performed for the Integrated Model Development Environment (IMDE) by Armstrong Laboratory, Logistics Research Division, Wright-Patterson AFB, Ohio in the area of Multi-Function Aerospace Support Systems (MASS). Analysis was performed using the Integrated Model Development Environment (IMDE), a modeling and simulation tool developed by Armstrong Laboratory, Logistics Research Division. The purpose of the research was to determine the change in deployment footprint of a USAF flying unit caused by combining the functionality of current Aerospace Ground Equipment (AGE) systems into a modern, systems-engineered design. The team collected data on exiting AGE capabilities and built a simulation model to consider sortie generation implications of combining current AGE functionality. The results of this study show that MASS units would not decrease the sortie generation rate of a unit and may produce a reduction in deployment footprint.

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## PREFACE

This effort was accomplished primarily by the USAF Armstrong Laboratory, Logistics Research Division, Wright-Patterson AFB, Ohio. The work is being accomplished under the Supportability Investment Decision Analysis Center (SIDAC) Contract F33657-92-D-2055, task #88, work unit 1710-00-93. The principal investigators for this effort were Capt. Todd Carrico from Armstrong Laboratory and Mr. Pat Clark from TASC, Inc.

The purpose of this task was to evaluate the impact of multi-function aerospace support systems. This was done through the use of the Integrated Model Development Environment (IMDE), a simulation and modeling tool developed by Armstrong Laboratory. TASC, Inc. was the principal contractor. The overall goal of a larger Armstrong Laboratory program is to identify how combining the functionality of current Aerospace Ground Equipment (AGE) systems into a modern, systems engineered design might improve the deployment footprint of USAF flying units. Within the scope of this task the team collected data on existing AGE and developed simulation models to consider the sortie generation implications of combining AGE functionality. The data collected included information on the usage, quantities, failure rates, and repair rates of existing powered AGE equipment. Using this information, simulation experiments were constructed and run to evaluate the effects of replacing components of AGE with more reliable, but fewer, Multi-function Aerospace Support System (MASS) units.

The authors depended on information and cooperation from many different sources to complete this study. Specifically, Capt. Pat Vincent collected data and helped to analyze the sortie generation process. Capt. Vincent also converted several LCOM databases, obtained AGE quantity and failure rate data, and generally kept us on target. Mr. Bob Johnson of Armstrong Laboratory was instrumental in setting up relationships with the 178th Fighter Group (ANG) that allowed the team to visit several times and see first-hand how AGE was currently employed. CMSgt. Orin Grossjean and his staff provided valuable expertise in describing and showing how AGE operations were carried out at the 178th. Mr. Ed Boyle of Armstrong Laboratory was very helpful in describing a vision for new potential MASS candidates. Mr. Jeff Sumner of TASC developed a computer program to merge the AGE/task matrix with the LCOM four-digit work unit code database, eliminating much of the necessary manual data entry. Together the efforts of these people were instrumental to the successful model development and analysis accomplished under this effort.

# LIST OF ABBREVIATIONS

| | |
|---|---|
| ACC | Air Combat Command |
| AL/HRGO | Armstrong Laboratory/Logistics Research Division |
| ANG | Air National Guard |
| ARPA | Advanced Research Projects Agency |
| ASC | Aeronautical Systems Center |
| CAS | Close Air Support |
| CND | Can Not Duplicate |
| DISE | Deployment Infomation Support Environment |
| ECLiPSE | Enhanced Contingency Logistics Planning Support Environment |
| GCCS | Global Command and Control System |
| GPGU | Ground Power Generator Unit |
| ICT | Integrated Combat Turn |
| IMDE | Integrated Model Development Environment |
| LCOM | Logistics Composite Model |
| MASS | Multi-function Aerospace Support System |
| MTBF | Mean Time Between Failures |
| MTTR | Mean Time To Repair |
| NDAA | Non-Developmental Airlift Aircraft |
| PAA | Primary Aircraft Authorized |
| REMIS | Reliability and Maintainability Information System |
| RTOK | Retest OK |
| SIDAC | Supportability Investment Decision Analysis Contract |
| SRU | Shop Replaceable Unit |
| TOA | Table of Allowances |
| USAF | United States Air Force |
| UTC | Unit Type Code |
| WRM | War Reserve Material |
| WUC | Work Unit Code |

## SUMMARY

This report documents the results of the IMDE MASS Study. Specifically, it describes the current AGE environment, data collection to establish an "as-is" baseline for current flight-line AGE operations, and model development and analysis using these data.

The goal of this task was to model current AGE usage when supporting fighter sortie generation and look for opportunities to improve the overall maintenance process by developing candidate systems that combined multiple AGE functionalities. These candidate systems are referred to as MASS units. A secondary goal was to develop these models to be rapidly reconfigurable using the IMDE set of tools developed under a previous effort. IMDE provides extensive support for the development, execution, and analysis of object-oriented simulation models.

The data collected for this research included several Logistics Composite Model (LCOM) databases, Unit Type Code (UTC) listings, and an AGE usage matrix for seven different varieties of powered AGE. The output data generated from the LCOM simulations was extensive; this data was analyzed to develop the IMDE simulation models used in this report. The end result of the IMDE simulation was to conclude whether MASS candidates could replace AGE units in a deployment.

A validated set of sortie generation processes for each weapon system under consideration was available via the set of USAF standard LCOM databases. These databases were automatically converted into IMDE object-oriented models, capturing these already validated processes. The IMDE models were modified to incorporate AGE usage based on information obtained from talking to AGE shop and flightline technicians. Quantities and estimated failure and repair rates for AGE were incorporated into the models. The results from the simulations indicate the following:

- For the F16, electrical and air conditioning service are the "high drivers" for AGE redesign. In other words, these two utilities have the highest demand, and footprint would be reduced mostly by combining generators and air conditioners in a MASS design.
- Eight MASS units are needed to support a typical 18 aircraft, 2.0 sortie schedule . In contrast, the number of single function AGE units needed to support the same schedule is 44.
- Utilization rates of the support equipment did not significantly differ from the MASS units in place as compared to the utilization rate of the most-requested AGE, the generator; therefore, a MASS unit would be just as available for other, non-support related uses as a generator is presently.
- No definite data were available on the potential reliability of a MASS unit. Two different values were used to represent the high and low end of the reliability spectrum.

Further study is needed to bolster these results and analyze whether the physical size of the new MASS units would actually result in a reduction in AGE deployment footprint.

## INTRODUCTION

Today's military engagement scenario is much different from that of five years ago. In the Cold War Era, although the threats loomed much larger, they were at least thought to be very predictable. Our major potential adversary was the Warsaw Pact, and the potential warfighting scenarios had been evaluated for decades. The United States had alliances in place to defend against this threat, and had stockpiled huge reserves of War Reserve Material (WRM), pre-positioned at strategic locations where forces would be deployed if the anticipated crisis erupted. Deployment to these locations was greatly simplified for the arriving units, since they could count on a level of support provided by the WRM, without bringing every piece of needed equipment with them.

The current environment has changed considerably from the recent past, resulting from the collapse of the Warsaw Pact, followed by the dissolution of the Soviet Union. Today several totally different geographic deployment scenarios could be envisioned, ranging from Iran/Iraq/Kuwait, Haiti, Bosnia, Korea, Somalia, and many similar, less well-reported, potential areas of conflict. In a budget deficit and debt conscious era, there is no question that the past buildups of WRM will be impossible to justify, considering the uncertainty of which potential location(s) will need prepositioned supplies. The alternative is to move the support assets when they are needed instead of prepositioning them. This option requires sufficient airlift assets to move support material rapidly into position. The budget concerns again come into play with the aging C-141 fleet, the insufficiency of current C-17 acquisitions to fill the anticipated gap, and the uncertainty of the Non-Developmental Airlift Aircraft (NDAA) program. Possibly, there will be less airlift capability available than desired if one of these issues is not favorably resolved. In attempts to mitigate this potential problem, many research efforts are targeted at reducing the amount of material needed to support deploying forces. These studies range from enabling better planning and coordination, preventing overlap and promoting synergy in the individual deployed units, to redesigning current systems to reduce their dependence on support systems. One example of those studies is this effort, which tries to reduce the amount of flightline support equipment used. Examples of planning efforts are the Global Command and Control System (GCCS), the Advanced Research Projects Agency (ARPA)-sponsored Joint Task Force Advanced Technology Demonstrator Project, and the Armstrong Laboratory's Enhanced Contingency Logistics Planning Support Environment (ECLiPSE) and Deployment Information Support Environment (DISE). On the other end of the efforts are the development of the F-22 advanced tactical fighter, which is managing down the requirements for a "logistics tail" during the acquisition phase.

This effort, like the F-22 program, focuses on reducing the support equipment needed for a deploying unit. In a recent study, ASC concluded that a significant portion of the deployment material by weight was composed of the flightline support equipment (Figure 1). The premise of this study is that the portion of the deployment footprint represented by flightline support equipment could be significantly reduced through the redesign of powered AGE units, possibly by combining the functionality of different units. AGE units currently provide functions including power

generation, air conditioning, hydraulics system servicing, compressed air, compressed and liquid nitrogen, and deicing. These units are very heavy, typically over 1,000 pounds each.

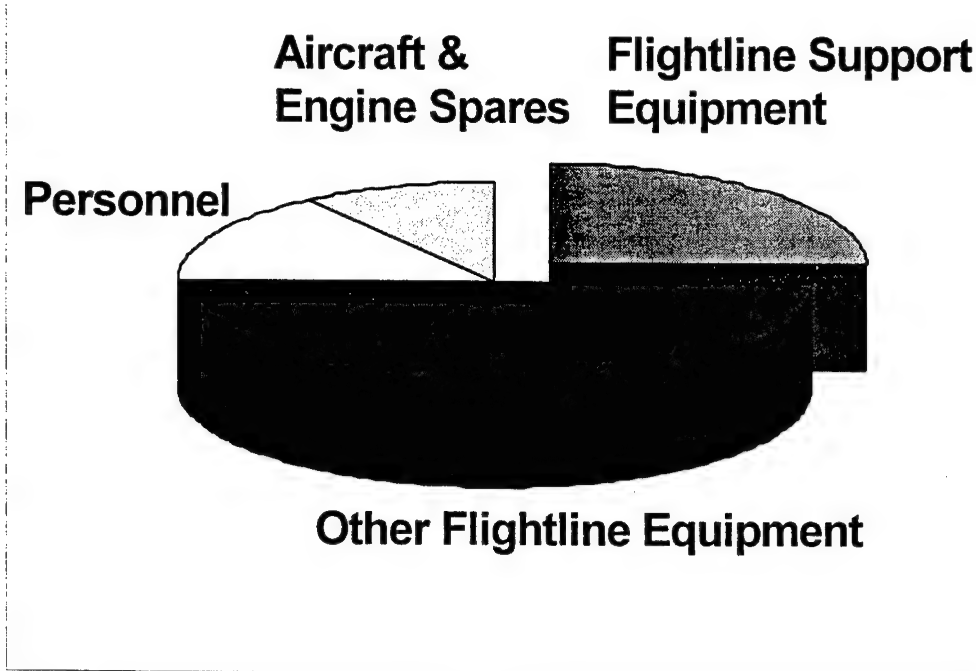


**Figure 1**
**Deployment material by weight (366th Composite Wing)**

The focus of the current study was evaluating the ability of a small number of MASS units to generate the same number of sorties as existing AGE assets. The simulations were constructed to compare AGE and MASS units on the tasks involved in the sortie generation process. The engineering feasibility of packaging the MASS unit to achieve weight and volume deployment reduction was not considered. Only resource levels and utilization rates were studied in the context of sortie production.

## METHODOLOGY

One tradeoff in constructing a dynamic simulation model of a complex system is between fidelity of the model and the time available to construct the model. Much time is typically spent extracting information about important processes involved from the people involved. Fortunately for this study, much of this effort had already been completed by taking advantage of existing LCOM databases. The role of these databases is depicted in Figure 2, which shows them as the starting point for the process used during this study to construct the simulation models. The steps in this process are described in this section.

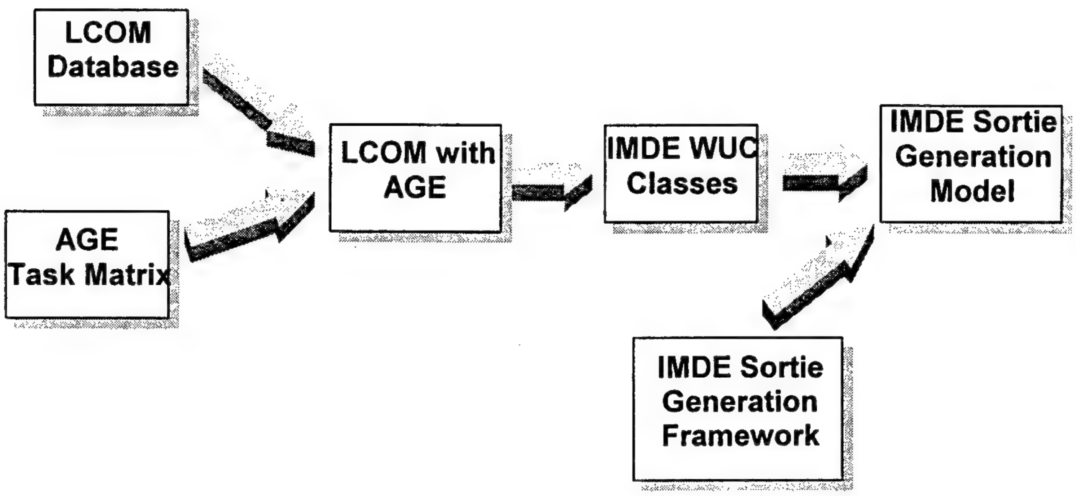


**Figure 2.**
**AGE/MASS Model Construction Process**

LCOM is an approved USAF simulation system for base-level logistics "resource" optimization, and an audited LCOM database exists for certain weapon systems in the USAF inventory. An LCOM database specifies all the resources (parts, people, and facilities), tasks, and task sequencing which are involved with the sortie generation process and impact the sortie production rates. Other data files can provide LCOM with additional information such as flying schedules, tasks, and sequencing for phase inspections and reconfiguration. Over the last 18 months, TASC, Inc. has developed an automatic conversion program which reads LCOM databases in their native ASCII file format and translates them into IMDE models within an object-oriented database. This conversion capability has allowed the study team to import all of the approved, audited processes from LCOM without having to collect the data themselves. Such a data collection effort would have easily exceeded the scope of this total study. The LCOM databases proved to be a very large part of our data collection needs. Other information resources required for this study, including a matrix detailing what maintenance processes require what AGE units, will be explained in detail in later sections.

### Basic Model Development

The IMDE sortie generation model parallels the processes captured in LCOM, but adds value in making a more maintainable, "white-box" simulation. IMDE simulation processes are presented visually as flow charts, from which the simulation source code is actually generated. This

means that the model is visible to non-programmers, and is not just a "black box." The ability to rapidly change input parameters or behavior is due to the construction of the model using object-oriented technology. Simply put, this method of model construction results in a set of objects that populate the simulated world. These objects are the simulated entities that act on or are acted upon during the course of the model execution. Unlike other simulation tools, however, IMDE is readily understood and used by programmers, analysts and end users alike, due to its graphical modeling power.

For this study, seven different types of AGE units were evaluated. Each type helps support the maintenance process by providing mechanical services to an aircraft during the repair process. One or more AGE units might be needed whenever a subsystem on an aircraft fails after a sortie; the exact specification of what AGE unit is needed to help repair what subsystem is defined in an AGE task matrix. The creation and definition of the task matrix is defined later . The seven types of AGE units studied are listed below:

- MC-1A Air Compressor
- MC-2A Air Compressor
- Nitrogen ($N_2$) Servicing Cart
- AM32C-10 Air Conditioning Unit
- AM32A-60 Generator
- MJ-2A Hydraulic Stand
- NF-2D Light Cart

The sortie generation model used for this study consists of two large groupings of object classes. The first group consists of the entities that are in such a model for any aircraft system. The second group is comprised of weapon system specific data used to model unscheduled maintenance, different mission types, and reconfiguration processes. This group is constructed from the LCOM databases and will be discussed at length later in this report. The sortie generation process is depicted in Figure 3. Sorties are generated based on a flying schedule and available aircraft. Once aircraft are assigned, a preflight time delay is simulated, a time delay to simulate the sortie duration is performed, and then required aircraft servicing is done before the aircraft are returned for their next mission assignment.

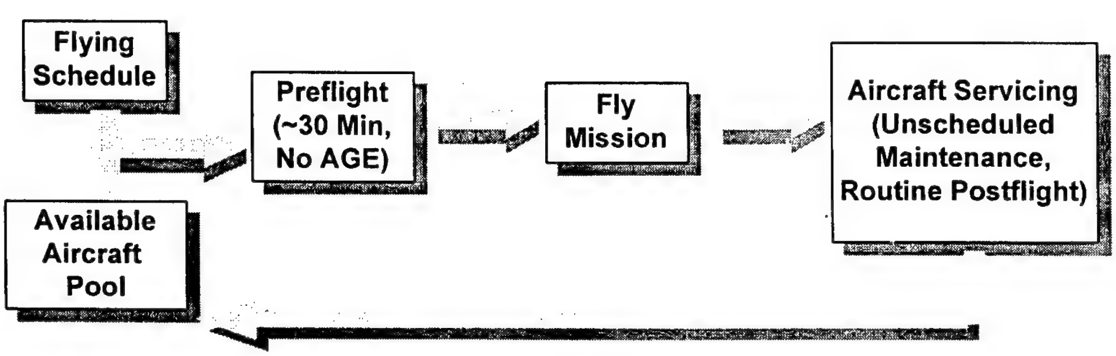

**Figure 3.**
**Basic Sortie Generation Model**

## Framework Classes

The first group of entities in the simulation are called the framework classes. These consist of the following types:

- Scenario
- MissionGenerator
- MissionType
- Mission
- Theater
- Airbase
- Squadron
- Aircraft
- PartObj

Together this set of classes describes a framework into which the weapon system specific classes can be easily "plugged in." The final report for SIDAC Task 28 details how this is done using IMDE. The role each class plays in the simulation is briefly described below.

The Scenario class is the "top-level" object in the simulation. It initializes the MissionGenerator class, which gets the simulation rolling by assigning missions at the Theater, Airbase, and Squadron levels. The Scenario has a list of the Theaters involved in the simulation, as well as simulation run length parameters.

The MissionGenerator class drives the simulation. It simulates the generation of specific types of sorties to be flown at specific times, based on an attached list of MissionTypes. These sorties will be created and then assigned to the Scenario object to distribute to the appropriate Theater. The MissionGenerator will also read a flying schedule generated by LCOM.

The MissionType class provides the information to allow the MissionGenerator to create its sorties. MissionType has the following attributes: sorties aborted, sorties completed, max aircraft, min aircraft, mean sortie time, sortie time standard deviation, launch time, lead time, cancel time, and required configuration. The MissionGenerator creates Missions by drawing against the mean times in the applicable MissionType class. For this study, we made several child classes of MissionType: CAPMission, Interdiction, CAS, and EscortMission. Each had different values for the attributes inherited from the parent MissionType class. For the actual runs we used only the CAPMission class, to correspond with the flying schedule obtained from the LCOM schedule generator.

Each Mission generated by the MissionGenerator has a specific takeoff time, number of aircraft, list of specific tail numbers assigned, and sortie duration. When a Mission completes or aborts, it notifies its MissionType to update either the sorties completed or aborted statistics.

The Theater class allows the model to be extended to have multiple Airbases. In the current model there is only one Airbase and the Theater just passes Missions down to the Airbase for assignment.

The Airbase class has a list of Squadrons. It takes Missions assigned from its Theater and assigns them to specific Squadrons. In the current model, there is only one Squadron. The model will be expanded to include a composite wing consisting of the F-16 squadron and an F-15 squadron. Airbase also has several resource managers, each descended from the IMDE standard class Resource Manager. These managers simulate the supply, manpower, and support equipment resource pools.

The Squadron class has a list of Aircraft to which it can assign Missions. It includes the logic to select the best-fit Aircraft for the desired MissionType, reconfigure those Aircraft if needed, wait for them to be mission-ready, and launch and recover them.

The Aircraft class includes the logic to preflight, fly a sortie, postflight, and check for unscheduled maintenance requirements. An Aircraft instance has a list of all its component Work Unit Codes (WUCs), each of which is descended from PartObj. After a sortie is completed, each failure clock is decremented by decreasing the WUC clock by one, and checked for failure. Clocks for WUCs are initialized by their mean time between failures (MTBF), which is a value obtained from existing LCOM databases. A failure occurs in the aircraft when one of the clocks of a WUC is less than zero. If so, then the maintenance network for that WUC is activated. Resources are utilized and ledgers kept to record that failure.

The PartObj class, besides having a failure clock attribute, has a main method called FixPart. This method incorporates all the LCOM task networks for each WUC child of PartObj. In general, the FixPart process will follow a similar flow for different WUCs, which is shown in Figure 4. When the part's failure clock has breached, it is still on the aircraft. At this point, either a could-not-duplicate action, a minor-maintenance action, or a remove-and-replace action is simulated. Different parts have different probabilities of these actions occurring, which are set by CAMS and REMIS data processed by the LCOM preprocessor programs. The task times and required resources are also drawn from these sources of real-world maintenance data. Can-Not-Duplicate (CND) and minor-maintenance actions, once completed, release the aircraft for another Mission assignment. Remove-and-replace actions will delay the aircraft until a replacement part is available from supply or the existing part is fixed in the shop. A variety of tasks can be performed in the shop after the removal, ranging from a Retest OK (RTOK) to replacement of one or more Shop Replaceable Units (SRUs). The probabilities here are also based on field data collated by the LCOM preprocessor. When the part finishes its shop tasks, it is returned to supply where it can be used to fill a hole in another remove-and-replace action. A more detailed explanation of subsystem repair can be found in "LCOM Explained", by Ed Boyle of Armstrong Laboratories.

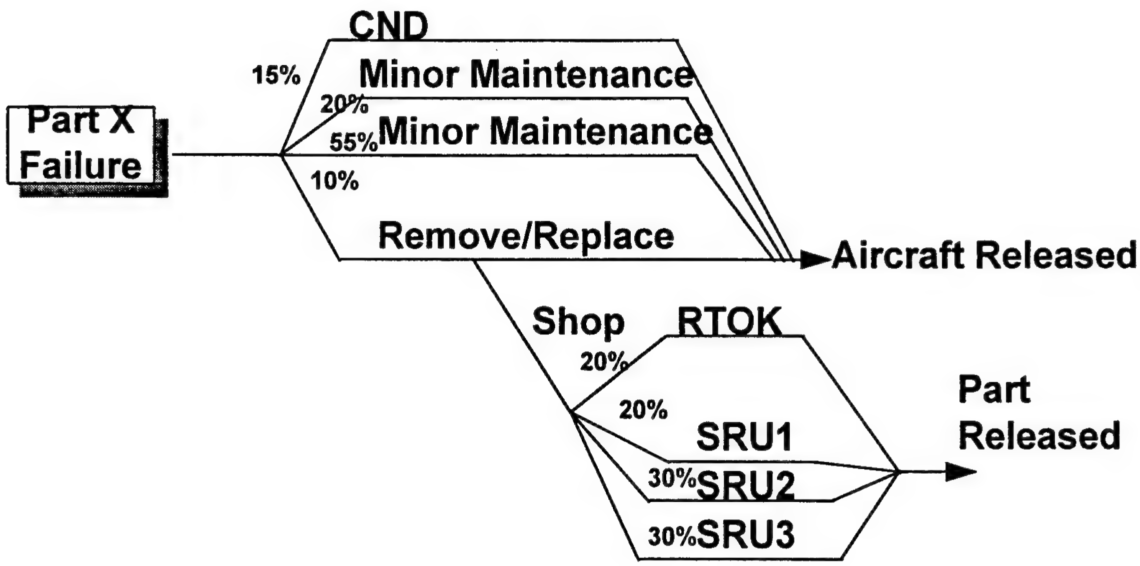


**Figure 4.**
**Typical Part Repair Network**

**Weapon System Specific Classes**

The second grouping of simulation classes is automatically generated from LCOM databases and results in the creation of several hundred classes for the F-16, which are children of the PartObj class. Ideally, the combination of different aircraft types in the same simulation, using the same resources, would show the ability of the proposed MASS candidates to support operations of a composite wing unit.

## AGE Modeling

Although LCOM has the capability to specify support equipment resources for each sortie generation task, most databases on record have not collected this information. To correctly construct the AGE/MASS model, an extension of the existing LCOM databases was required. This involved a data gathering effort to ascertain which pieces of powered AGE were used for which LCOM tasks. A matrix was developed to collect this information. This matrix (at the 4-digit WUC level) is included in Appendix B. At the 3-digit work unit code level, this matrix was filled out by several USAF aircraft maintenance personnel. Prior to distributing the matrix, it was filled out to include other information to help the maintainers identify more clearly which unscheduled maintenance actions were being described. This information included the description of the WUC, the type and quantity of manpower needed to fix the subsystem, how many times the system would fail, on average, during a 500-day simulation run in LCOM, and the mean task time.

For each WUC, the matrix would typically contain five to seven tasks. Per LCOM convention, each task name contains the WUC, but has a different first letter. For example, WUC

11A00 might have several entries in the three-digit matrix, one or more for each of the access process (X11A00), troubleshooting (T11A00), minor maintenance (M11A00), could not duplicate (H11A00), remove and replace (R11A00), etc.

On January 24, 1995, representatives from AL/HRGO traveled to the Springfield Air National Guard Base to get the information needed to complete the gaps in the four-digit AGE matrix. Several technicians who worked with the AGE and performed the various repair duties detailed in the matrix were interviewed. Included in this group were specialists in munitions, avionics, environmental control, hydraulics, and a few crew chiefs. The conversations concentrated on the types and quantities of AGE needed for all of the "R" WUC tasks.

Adequate information was obtained to fill out most of the matrix. After obtaining their opinions on what was needed for the R tasks of a WUC, that entry was copied to any H, M, T, V, or X task in the matrix for that WUC, assuming that any AGE is present for the entire repair process. Next, the old three-digit matrix was examined. If there were any matches between the old and the new entries, all information pertaining to AGE was copied from the three-digit to the four-digit matrix. Any other gaps were filled by looking at general patterns, such as other similar three-digit code entries and any general patterns concerning two-digit WUCs (for example, avionics WUCs).

There is no available source in the Air Force community listing AGE usage by WUC. The authors feel that by interviewing the experts who routinely use AGE units to repair certain WUCs, the vital task matrix can be created in an adequate way. The method outlined above filled in almost all of the matrix. However, it must be noted that the information received from the maintenance workers and other technicians was not verified; the users of this study must take this fact into account.

The next step in constructing the model was to take the completed AGE/LCOM task matrix and add the information obtained from it back into the standard LCOM database. Seven AGE units were studied. A 'yes' found in a specific AGE column for a WUC, meant that the specific AGE was needed for the repair of the subsystem. If an AGE unit was required for a repair, we assumed that it would be needed and used by the WUC for the length of the repair process. The WUCs for the F-16 were originally detailed to the three-digit level; at this point, it was assumed that any specific processes below that level were "rolled up." The next step was to incorporate the AGE usage information into the LCOM database. A C program was written to provide this functionality, since it was anticipated that many changes to the matrix might be seen as more people were asked to evaluate it. This first conversion into IMDE created 136 different subsystem classes, each analogous to a three-digit WUC on the F-16.

After this process, the modified LCOM database contained AGE requirements for every sortie generation task. Next, the database was converted to an IMDE database and experiments were run with the quantities and durations set to desired values. Before any analysis could be done on the three-digit work unit code database, it was decided after review of the matrix by several other USAF maintenance people that visibility into AGE use was required at a lower level to achieve the desired model fidelity. A four-digit LCOM F-16 database was acquired and the matrix modified to

include tasks at the four-digit level. This new matrix was then reviewed and filled out in a manner similar to its predecessor, merged with the four-digit LCOM database, and converted into IMDE. This model was much more complex due to the increased number of WUC classes generated. At the four-digit level there were 614 classes, each containing a method or methods that detailed the repair process: required resources, (such as parts), manpower or AGE, and how much of a time delay was involved for each task. The size of this model was larger than anything yet compiled by the study team, and actually failed to compile when first attempted. This problem was solved by obtaining a newer version of the compiler.

In addition to converting the LCOM databases into an IMDE-compatible format, additional changes were required to construct a dynamic model that made sense. The major modifications are discussed below.

### Allocation of Requested Resources

Any LCOM-generated task may require a specific part, man and/or a piece of AGE. The subsystem object, (when something is needed), makes a request to a special object in our simulation, the Resource Manager, for the needed item. The Resource Manager fields incoming requests for items, checks to see that it manages those items (as determined by the user before run-time), and allocates them to the requesting object if the desired number of resource units is available. If an item is not currently available, the manager blocks that request until another object in the simulation frees one up. The blocking process is analogous to putting the requesting object in a queue. When the requesting object receives the item, it then proceeds with its execution. When the repair is complete, the object then returns the item to the Resource Manager who then updates its count of the available items (or resources) it manages, and the simulation continues.

In the AGE/MASS simulation, three separate Resource Managers are defined. One is in charge of all the spare parts in the model, one manages all manpower available, and the third Resource Manager manages all AGE present. All initial quantities for parts, men, and AGE are either read in by a data file at run-time or specified by the user before execution. The first two Resource Managers (for parts and men) function exactly as detailed above. Subsystems request men and parts for their repairs. Each manager takes the requests and evaluates its own status by checking how many parts, for example, are available right now. If the number available is equal to or greater than the number requested, the request is fulfilled and the subsystem can continue with its repair process. If there are not enough parts available immediately, the repair process cannot continue until enough resources are returned from other subsystems to fulfill this request. Also, once the subsystem is done with its resource (for example, the repair is over and the men need to be released), the system asks the manager to "take back" the resources. The manager then updates the count of available men, fulfills any pending requests from other systems that are waiting for men, and the simulation continues.

However, this process of fulfilling requests and relinquishing resources is more complex for AGE. One problem that appeared when modeling the use of AGE is that more than one piece of the same type of AGE should not be at the same aircraft simultaneously. For instance, if a generator is

needed to fix one subsystem, but the aircraft with that failed subsystem already has a generator at its location, another one should not be requested. This is a difficult concept to model using the LCOM system. Another related difference for the support equipment Resource Manager is the process of relinquishing AGE when the repair is complete. For example, what if two subsystems on the same aircraft are sharing a piece of AGE, and then one job is complete? How is that job going to realize that a separate system in the F-16 is still utilizing that AGE, and the first should not relinquish the AGE on its completion? These process issues had to be addressed in the model to correctly represent AGE usage. Another assumption was made regarding the use of support units by aircraft: only one aircraft can use a unit at one time. Two aircraft cannot share a generator, or a MASS unit, or any other type of support equipment units. This would require modeling the positioning of the aircraft when in repair, a factor that LCOM doesn't address. The IMDE simulations used for this study also do not take this element into account.

To implement these processes, several changes were made to the airbase logistics framework classes. Each aircraft object was given another attribute to record what AGE units are present at that aircraft at any given time. Specifically, this attribute is a matrix, listing each AGE type that could be requested and whether each type is present currently. If a particular piece of AGE is present, the model tracks how many other jobs are sharing that AGE for its subsystem repair. If a piece of AGE is not present, the number of pending requests for that piece needed by subsystems on that aircraft is also tracked. This matrix is dynamically updated during the simulation. Changes were made in the allocation method of the manager to check this matrix each time it was asked to allocate a piece to see if one was really needed or if the requesting subsystem could share an already present piece of AGE. For instance, if a request from WUC 11A00 was received by the AGE Resource Manager for a generator, the manager would first look at the aircraft that contains the requesting subsystem, and look to see if the aircraft currently has a generator present. If these items are present, the manager updates the aircraft's data matrix by changing the counter representing the number of jobs sharing a generator. If they are not present, the manager updates the aircraft's data matrix by changing the number of jobs waiting for a generator; if this is now one, the manager then allocates a generator if one is available.

These changes prevent more than one generator, or any piece of AGE of the same type from being present at an F-16 at any point in the simulation. Similar changes were also needed in the relinquishing process of the manager to look at what is currently present, so the manager would not take away a piece of AGE from an F-16 when another subsystem is still utilizing it. In the above example, if subsystem WUC 11A00 is now finished with its repair process and is ready to give up its generator, it tells the AGE Resource Manager to "take back" the generator. The AGE Manager then looks at the aircraft that contains the finished subsystem, WUC 11A00 and looks at the data matrix of the aircraft to see if there are any other jobs sharing a generator. If other jobs are sharing a generator, the manager decreases the number of jobs in the aircraft's matrix; if there are no other jobs sharing a generator, the manager takes the generator back, updates its own count of how many generators are available, and proceeds to allocate the generator to the first waiting requestor.

These two major modifications in the AGE Resource Manager now model the AGE allocation process in a more realistic sense, thus enhancing the viability and believability of the IMDE model.

Another important design question was, how would a subsystem request a MASS unit in those simulations that combined the functions of certain AGE into the multi-purpose unit? One possibility was to go back to the four-digit task matrix and create a separate column to signify whether a MASS unit was needed for a particular WUC. That database would then have to be converted to LCOM, which would then have to be converted into another large IMDE model. This was considered too inflexible, because for each separate choice of AGE units to be contained in a MASS cart, changes in the four-digit database would have to be made, another conversion to LCOM performed, and another IMDE model created.

The solution implemented was the creation of another data matrix in the AGE Resource Manager. This data matrix consisted first of a row for each AGE and then entries in that row specifying what other AGE pieces could be substituted for it. For example, if a nitrogen cart was to be a function in the MASS unit available for this simulation run, an entry in the "N2CART" row of that matrix would contain the MASS unit. This matrix, called the substitution matrix, could then be read in at run-time by the simulation. Changes in the matrix could be made quickly by a text editor.

Modifications had to be made in the allocation process of the AGE Manager to use this new information. Each request for an AGE by a WUC would now go through the following process:

- The Manager would go through each entry for that AGE on its substitution matrix to see if that entry is present at the F-16. If so, the allocation process detailed above would then be executed, with the present AGE found.

- If no AGE or MASS specified on the substitution matrix is found, the Manager would once again go through the entries to see if any are available; if one is found, the above process is executed with the available AGE or MASS.

- Finally, if nothing is available, a default AGE is specified and the above allocation process is executed requesting the default AGE.

Similar changes are made in the relinquishing process of the AGE Manager to incorporate this information. The end result of these modifications is a resource manager which accurately models the allocation and de-allocation processes present when F-16s are repaired; also, quick edits in a text file can cause different requests for either a specified AGE or the MASS unit, depending on the study. Simulations can now be performed comparing the efficiency of one configuration of the MASS unit to a different one.

## Support Equipment Failures

The reliability of the different AGE and MASS units also needs to be modeled. Each unit breaks down based on a exponential distribution with a specified mean time between failures (MTBF). The unit is then repaired for a specified time, drawn from a lognormal distribution with a specified mean time to repair (MTTR). The distributions used for the MTBF and MTTR are LCOM standards and are used as well in the IMDE simulations. During the repair of the piece of AGE, it is unavailable to any subsystems that may request it through the AGE Manager. This logic was implemented in IMDE by having each piece of equipment share MTBF and MTTR values. The user can input these values into the simulation at run-time. At the start of the simulation, the equipment unit draws an exact time of failure based on its failure time parameters. (Actually the first failure time drawn is multiplied by a uniformly drawn real number between 0.0 and 1.0 to simulate "warm-up" of the system. Subsequent draws are done using the mean without such a factor). When the drawn failure time is reached, the failed unit requests a unit of its type from the AGE Manager. The Manager fulfills this request just like any other, and removes this unit of the AGE from its available list. This unit is no longer available to any other requests from other objects in the model. The unit then waits a repair time based on the MTTR and subsequently asks the AGE Manager to take back the unit. This simulates the repair of the unit and it is now made available for other requests in the model.

There are a few assumptions made about the failures of AGE/MASS units. First, it is assumed that all functionality of the equipment is lost when a unit breaks down. This is obvious for a single-functioning AGE unit, but for a multifunctional MASS unit, it is assumed that all functionality of the unit is lost when the system needs repair. Secondly, it is assumed that all breakdowns occur when the unit is not being used by an aircraft - the failure happens after service is completed. There was very little information available about MTBF and MTTR for a proposed MASS unit. After discussions with Air Force personnel, it was decided to model the high- and low-end estimates for the MTBF, which were determined to be 10,000 hours and 100 hours, respectively. Different values for MTTR were used; a more detailed explanation will be presented later in the report.

The result of this change is a more realistic simulation, modeling the unreliability of these mechanical pieces. More missions are aborted because less support equipment is now available to service the F-16s.

**Setting Up the Experiments**

Once the basic model was built, a large number of parameters had to be set. These parameters were the independent variables for the simulation, and included, among others, quantities of AGE and MASS units, the MTBF and MTTR values for these units, projected sorties per day per aircraft, average sortie duration, flying schedule, mission lead and cancel times, and number of aircraft in the unit, among others. A list is shown below:

- Whether traditional AGE or MASS is used
- Quantities of equipment
- Number of aircraft deployed per squadron (18, 9, 3)

- Defined number of sorties per aircraft per day (2.0 vs 1.5)
- Type of schedule used (burst, random) Lead and cancel times for missions
- The MTBF and MTTR of the equipment
- Quantity of repair staff available to fix broken AGE/MASS units
- Travel time required to transport AGE/MASS from the shop to the aircraft

The run values used for the different experiments for these parameters are listed by individual experiments in Appendix A. Many permutations of these parameters were made and runs repeated for a variety of reasons. For example, quantities of AGE and aircraft were varied due to the changes from the original intended 24 PAA unit to an 18 PAA unit. The number of MASS units was one of the critical parameters to evaluate, since the goal of the study was to determine how many MASS units it would take to support the specified flying schedule. Since it was unable to obtain accurate reliability data for AGE, a high and low value estimate for the MTBF was explored.

## LIMITATIONS AND ASSUMPTIONS

Several caveats to the results will be presented. The numbers reported are dependent on the accuracy of the AGE usage information. A particular assumption made was that there were no tasks requiring powered AGE for aircraft that returned "Code 1" (ready to fly). This type of task will generate a lot of requests for AGE, since it would occur on every sortie. The AGE/LCOM task matrix indicated that the AGE was mostly used for unscheduled maintenance and phase work, with the exception that generators were used to do end of day and beginning of day functionality checks and to check for stray missile interface voltage during Integrated Combat Turns (ICTs). These tasks have been incorporated into the model and had no significant effect on sortie production. Other such tasks could have had a significant impact on AGE usage.

Given the size of the task matrix, it is possible that further research and interviewing could significantly improve the accuracy of the matrix. If even a few frequently occurring tasks are added as AGE-required tasks, significant additional AGE usage could be expected, which could impact the number of sorties completed. Similarly, some of the LCOM failure clocks for the unscheduled maintenance network sections may be too high (MTBF values may be too low). Capt. Vincent indicated that the REMIS data he used to construct the four-digit LCOM database may be incomplete. Reduction in LCOM clocks will make those network sections occur more often.

Phase inspections, special inspections, and other use of AGE is not currently modeled. The inspections are not expected to have much impact on AGE usage during a deployment, since many are not done within a 30-day window. Additional non-flying AGE requirements, such as dedicated use of heaters to mess halls, could be significant.

AGE travel time from ready line to aircraft could significantly affect service times. Although this is not much of an issue at a unit like the 178th, where the planes are relatively close, it is apparently not uncommon to have aircraft in separate revetments over 1/4 mile apart. The base in Riyadh, Saudi Arabia had planes dispersed over a 5 mile distance. With taxiway speeds limited to a

maximum of 15 mph, a 20-minute wait for AGE arrival was not uncommon. Travel time consideration is currently being implemented in the model to determine its impact. Another potential bottleneck is the bobtail unit typically used to deliver the AGE to the aircraft. The 178th had two such towing units; the number of drivers available may also be a limiting factor, especially if the planes are widely spaced. These items may need to be treated as resources if talking to other units reveals the same limitations. A self-propelled MASS unit could be of interest in this case.

The assumptions made in dealing with the reliability of the AGE/MASS units have been previously noted. No definite information has been found detailing what MTBF and MTTR values should be used in any Air Force studies. The models here used a high and low bounds of a good estimate for those values. If the true values for mean MTBF and MTTR times are significantly different from those used here, further studies should be undertaken.

The flying schedule can play an overwhelming role in the capability to generate sorties with specified quantities of AGE or MASS. The experiments that varied flying schedule showed that the distribution of sorties was very significant, in some cases having almost as great an effect as the number of sorties in the schedule. A possible scenario to deal with this eventuality might be to have a MASS unit capable of simultaneously supporting two or more aircraft. Implementation of this scenario would depend on the feasibility of locating two aircraft close enough for cabling and hoses, also on how much the MASS unit's size would grow in order to support two aircraft. The current LCOM system takes no account of aircraft spatial parking relationships, although this is something that IMDE could be modified to take into account, as well as addressing the joint usage question.

Usage of AGE by other types of fighters is expected to be somewhat higher than on the relatively modern F-16. Tasks such as engine starting may require AGE on other aircraft, and since these are required even for Code 1 aircraft, contention for AGE could be significantly higher. This effect will probably be seen when we develop a similar set of models for the F-15.

## RESULTS AND DISCUSSION

Original implementation of the model used a "fly-when-ready" mission scheduler. This approach generated sorties for any aircraft ready to fly. Since this approach did not generate any sorties when aircraft were not available, none of the simulation runs had any aborted sorties reported. The results essentially consisted of the utilization rates over time of the AGE and MASS units, as well as pending requests for those units. The utilization rates observed were very low for the existing AGE at specified table of allowance quantities. These rates ranged from 26 to 35 percent for the most utilized pieces of AGE.

After considering this result for some time, we concluded that the utilization rate of AGE was of little interest. The rates for all AGE did not approach full capacity, nor were there any long waits for the equipment, which would cause delays in repair. What was required was an answer to the question, "Can we fly all of our assigned sorties with the numbers of AGE or MASS specified?" Since AGE resources were solely studied, other resources were defined to be unconstrained;

manpower and spare parts were always available when needed without waiting time. This question is answered by looking at numbers of aborted sorties, which are not available with the "fly-when-ready" mission generator. Development therefore started on a mission generator that would read a flying schedule and attempt to launch aircraft at specific times identified in that schedule. In order to enable future comparison of this model with an analogous LCOM model, a flying schedule generated by LCOM was used. The mission cancel time was set to 30 minutes, which meant that if the sortie had not been launched within the scheduled takeoff time plus 30 minutes, the sortie would be aborted. We ran 30-day simulations with this mission generator with AGE and with different numbers of MASS units. The first series of experiments was done assuming that MASS would accomplish all functions of the seven pieces of AGE equipment specified earlier. A small set of experiments looked at subset combinations of AGE functionality. Part 1 of the results section looks at the difference between traditional AGE equipment being used with proposed MASS units taking their place; part 2 views different factors that could impact the number of missions being aborted over a 30- day deployment.

**Results Part 1**

The first part of the results section is the main topic of this report: will the effectiveness of the squadron be diminished if a certain quantity of MASS units were to replace traditional AGE units? The overall result obtained at this point is that MASS units, with functionality of all seven AGE units equal to the number of AM32A-60 generators, would be adequate to sustain a 2.0 sortie rate, with no statistical difference in the number of sorties aborted. This measurement - the number of sorties aborted - is the main metric used to determine the effectiveness of the deployment. The 178th Fighter Group at the Springfield Air National Guard Base had nine AM32A-60s on their "ready line," from which maintenance crews draw AGE. This is consistent with the numbers obtained from the tables of allowance for an 18 PAA UTC, although there is some indication that units will be moving to 15 or 12 PAA, which are allocated more AGE units per aircraft. The only other piece of equipment on the ready line with as many units was the AM32C-10 air conditioner; the 178th also had nine of these. These air conditioning units are often used in combination, since avionics work usually requires power and cooling air. Since the bleed air from the AM32A-60 is used to feed the AM32C-10, (which cools 400° input to 35-50°F), it makes sense to combine these two units. This combination has already been tried with the Ground Power Generator Unit (GPGU), with little success. Table 1 shows AGE quantities for 18 PAA units obtained from four different sources, with the last column being the baseline quantities used in this study (The column labeled ACC reflects numbers obtained from Air Combat Command).

During the course of this project, over 70 different experiments were simulated and analyzed. As previously stated, the primary metric examined to determine adequacy of MASS/AGE combinations is the number of aborted sorties. This measure is the only statistic available that calculates if a certain configuration of MASS or AGE units can support a squadron of fighters trying

to fly a certain schedule. As stated earlier, a variety of parameters were varied for each experiment to help determine correct amounts of MASS units to be deployed and, more importantly, what factors affect the number of aborts in a deployment. Each simulation experiment had a different set

**Table 1. AGE Allowances for 18 F-16 PAA**

| | Hill | Mt | 178th | ACC | This |
|---|---|---|---|---|---|
| AM32A-60 Generator | 9 | 8 | 9 | 9 | 8 |
| AM32C-10 Air Conditioner | 9 | 8 | 8 | 9 | 8 |
| MC-1A Air Compressor | 2 | 1 | 2 | 1 | 2 |
| MC-2A Air Compressor | 4 | 7 | 8 | 4 | 8 |
| MJ-2A Hydraulic Cart | 2 | 2 | 4 | 2 | 2 |
| N2 Cart | 3 | 2 | 2 | 2 | 2 |
| NF2D Light Cart | 14 | 10 | 12 | 9 | 14 |

of values for these parameters and was replicated 30 times. Values for the total number of aborted missions for each run were averaged over the 30 runs to get a mean number of aborts for that experiment. Confidence intervals with $\alpha = 0.05$ were computed as well. These intervals determine a range of values in which the true mean lies with a 95% confidence level. Also, for most of the experiments a value was calculated for the average utilization of the MASS unit (in cases where MASS units replace AGE) or the generator (the most requested AGE unit). Confidence intervals were also computed at 95% for utilization values.

The two defined types of flying schedules differ in how the actual missions are planned during the day. A "random" schedule is defined as one that is equally likely to have missions in the night as well as during the day. In an 18 aircraft deployment, with two sorties per mission and a 2.0 schedule, 18 missions are scheduled throughout each day. A "burst" schedule is one that plans all missions to take off within certain hours and groups missions together so mulitple missions take off within 10 or 15 minutes. Missions are usually launched between 6 am and 10 pm. This is nearer the type of schedule most often used during a deployment.

The following tables and chart compare like experiments on AGE and MASS equipment, with conclusions drawn from the comparisons. First, in every scenario tested, replacement of all AGE (with quantities defined by the TOA) with 8 MASS units either decreased the number of aborts or had no change at all. Four schedules were tested with 18 aircraft: a 2.0 and a 1.5 burst schedule, and a 2.0 and 1.5 random schedule. The results for those experiments are shown in Table 2 and Figure 5. All other parameters in the experiments listed in Table 2 were kept constant, except for experiments 11 and 19; those had an equipment travel time of 0.25 hours compared to a 0.75 hour time for the others.

The Exp. No. column refers to the identification number of the experiment; all experiments with their parameters used can be found in Appendix A. Figure 5 demonstrates that in those four flying schedules, 8 MASS can adequately replace the existing TOA AGE configuration, since the number of aborted missions drops significantly for one case and is statistically similar in the other three. The confidence intervals calculated for the number of aborts are also found in Appendix A. We concluded that the effectiveness of the squadron will not be diminished when all AGE units are

replaced with eight fully functional MASS units. (This continues on the assumption that the effectiveness of the squadron is determined by the number of sorties flown on time by the aircraft).

**Table 2. Comparison of TOA AGE and 8 MASS units**

| Exp. No. | Type Used | Schedule | % Missions Aborted | Utilization % |
|---|---|---|---|---|
| 11 | AGE | 2.0 Random | 3.3 | 49.90 |
| 19 | MASS | 2.0 Random | 3.2 | 47.45 |
| 42 | AGE | 2.0 Burst | 9.5 | 63.66 |
| 73 | MASS | 2.0 Burst | 7.5 | 61.30 |
| 43 | AGE | 1.5 Random | 0.5 | 54.28 |
| 64 | MASS | 1.5 Random | 0.3 | 50.69 |
| 44 | AGE | 1.5 Burst | 0.3 | 57.01 |
| 84 | MASS | 1.5 Burst | 0.2 | 52.74 |

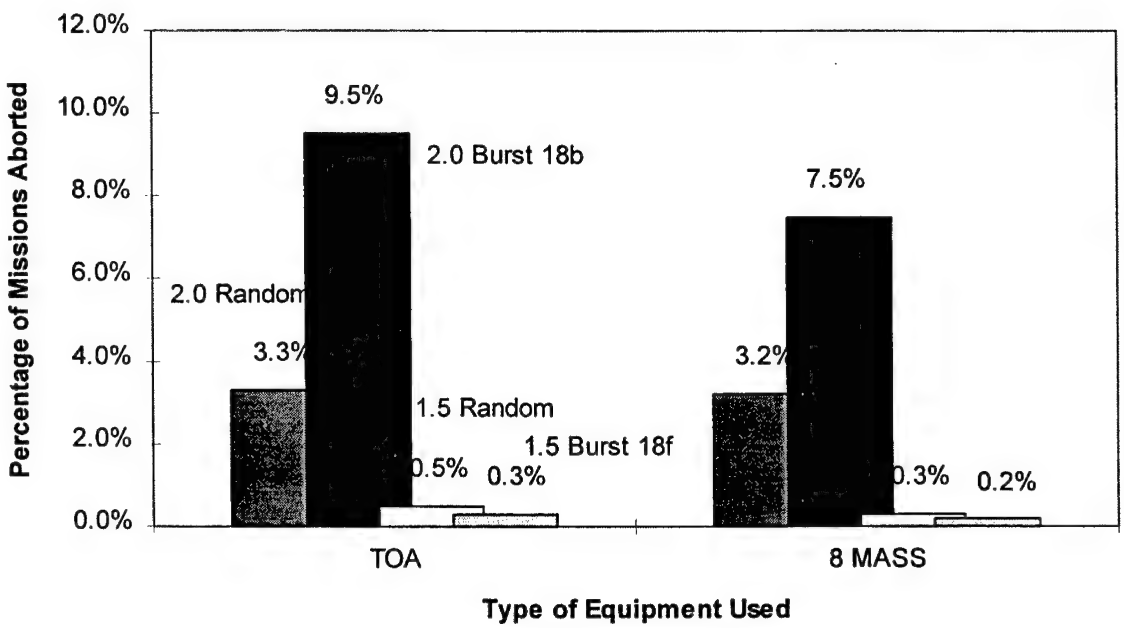


**Figure 5**
**Comparison of TOA and MASS experiments**

Abort percentages remain the same or decrease when replacing the units; hence, we recommended that 8 MASS units will support a squadron just as well, or better, than traditional AGE when four different flying schedules are used.

We also noted that the utilization levels drop for the 8 MASS units compared to the busiest traditional AGE unit, the AM32A-60 generator. Although the difference seems small, confidence intervals created show that for each schedule configuration, the MASS units had a statistically significant drop in the utilization rates over the AM32A-60 in a traditional AGE simulation. This

can be said with 95% confidence; the upper and lower utilization values for the intervals can be seen in Appendix A as well. Studies for different quantities of MASS units present will be shown in a following section.

## Results Part 2

The above section illustrates that MASS units can replace existing AGE units and perform at the same effectiveness. This part of the results focuses on which other factors present in the deployment may have an effect on the number of aborted missions. We studied some of the independent variables listed above to see what impact each had on the number of aborted missions to allow us to understand the overall process better, to view what factors are critical to the success of the deployment and what factors had little or no impact.

One item we found to have a dramatic effect was the organization of the burst schedule. For a 2.0 sortie schedule, it is difficult to schedule all 18 missions within a certain time period and still have "reasonable" abort rates, i.e. below 10%. The specifics of the five different schedules tried can be found in Appendix C. Eight MASS are present for each experiment with a MTBF of 10,000 hours; a one-way travel time of 0.25 hours is simulated. The abort rates for each of the schedules are listed in Table 3 and shown in Figure 6.

**Table 3. Comparison of 18 Aircraft, 2.0 Burst Schedules for 8 MASS Units**

| Exp. No. | Schedule | % Missions Aborted |
|---|---|---|
| 16 | Burst 18a | 12.0 |
| 79 | Burst 18b | 5.7 |
| 49A | Burst 18c | 17.0 |
| 49B | Burst 18d | 11.0 |
| 49C | Burst 18e | 24.7 |

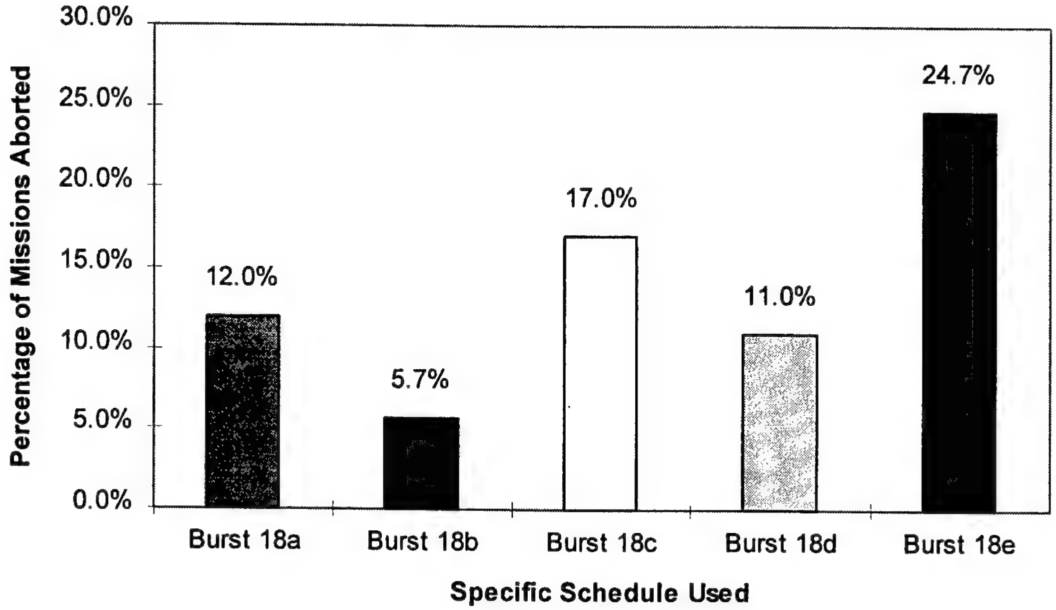


**Figure 6.**
**Comparison of Different 18 Aircraft Burst 2.0 Schedules for 8 MASS units**

From the data in Table 3, schedule 18b was chosen for future 18 aircraft burst experiments. If the travel time is increased to the recommended 0.75 hours and the number of MASS unlimited (meaning the number of MASS has no effect on aborts), 6.9% of the missions are still aborted. This is experiment 71 in Appendix A. These aborted missions are solely caused by the schedule. There is simply not enough time to consistently take aircraft that have landed, with one or more failed subsystems, and get them ready for the next batch of missions in five or six hours. Similarly, with a random 2.0 schedule and 18 aircraft, the 2.2% abort rate is the best rate obtained in experiment four (and this is with the travel time defined as 0.0 hours). Also, the above data demonstrates how vital a role the schedule plays in determining abort percentages. Abort rates can double or triple with a few hours difference in launch times; this planning seems to be as important as the support processes of the planes. An application designed to generate a day's schedule given the requirements to reduce aborts might be a very useful tool at the theater planning level. Such a tool would provide more achievable parceling out of Air Tasking Orders to different units.

Another factor affecting abort rates was the travel time involved in transporting support equipment units from the AGE shop to the aircraft in need of repair. Three different scenarios were viewed to see the difference between a time of 0.25 and 0.75 hours. One experiment involved traditional TOA AGE with a 2.0 random schedule, one involved 8 MASS and a burst 2.0 schedule, and a third involved only 3 MASS and a random 1.5 schedule. In all three cases, the number of aborted missions rose dramatically when the travel time increased from 0.25 to 0.75. In each case, the remaining parameters were kept constant. Table 4a and Figure 7 illustrate the differences.

**Table 4a. Effect of Variations of Travel Times on Aborts**

| Exp. No. | Type | Schedule | Travel Time (hrs) | % Missions Aborted |
|---|---|---|---|---|
| 11 | TOA AGE | Random 2.0 | 0.25 | 3.3 |
| 41 | TOA AGE | Random 2.0 | 0.75 | 6.1 |
| 79 | 8 MASS | Burst 18b 2.0 | 0.25 | 5.7 |
| 73 | 8 MASS | Burst 18b 2.0 | 0.75 | 7.5 |
| 63 | 3 MASS | Random 1.5 | 0.25 | 11.3 |
| 67 | 3 MASS | Random 1.5 | 0.75 | 33.5 |

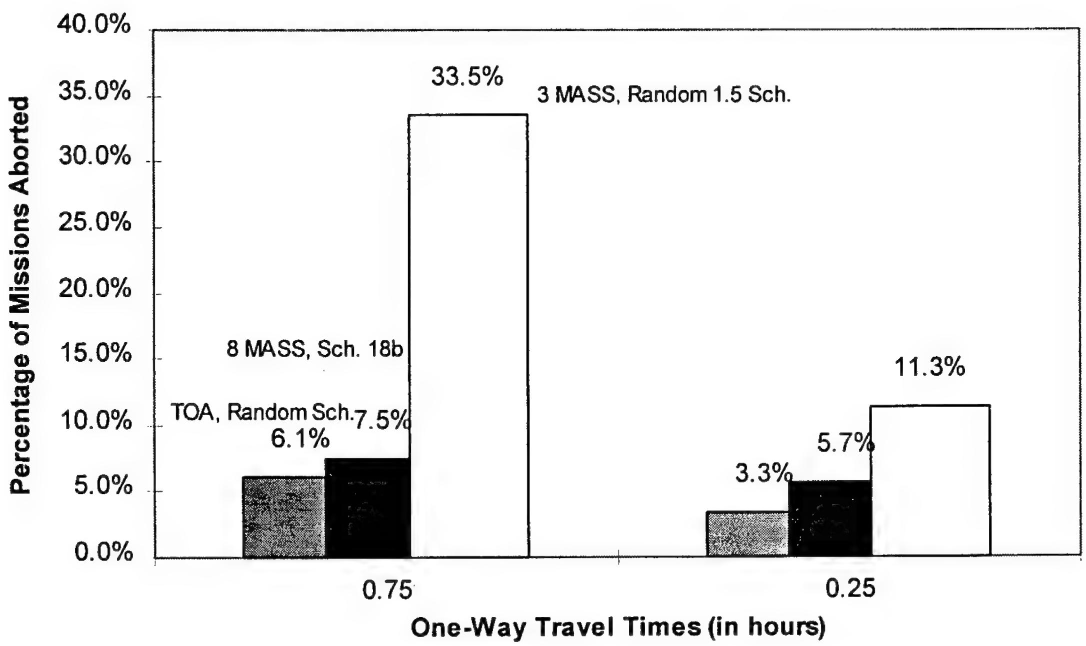


**Figure 7.**
**Varying the Travel Time from 0.75 hours to 0.25 hours.**

Similar differences, although not as dramatic, are seen in comparisons between travel times of 0.25 hours and 0.0. Table 4b and Figure 8 shows this difference as well. One conclusion from these results is that any reduction in the delay in bringing equipment to the aircraft will result in increased efficiency. For instance, a reduction in the travel time from 0.75 to 0.50 hours will result in less aborts during the deployment.

Three factors thought to have great effects on the number of aborted missions did not make much difference. The first of these non-influential factors is the mean time between failures (MTBF) of the support equipment units. For this simulation study, the MTBF is defined as the

elapsed clock time between successive failures. This can be loosely translated into usage time hours by multiplying the clock time MTBF by the utilization of the MASS. For instance, in the first case in Table 5, a MTBF of 20 clock hours was defined. If this is multiplied by the utilization for this experiment (49.2%), this results in a MTBF in terms of usage time of 9.84 hours.

**Table 4b. Effect of Variations of Travel Times on Aborts**

| Exp. No | Type | Schedule | Travel Time (hrs) | % Missions Aborted |
|---|---|---|---|---|
| 3 | unlimited AGE | Burst 18a 2.0 | 0.0 | 10.6 |
| 1 | unlimited AGE | Burst 18a 2.0 | 0.25 | 11.6 |
| 4 | unlimited AGE | Random 2.0 | 0.0 | 2.2 |
| 2 | unlimited AGE | Random 2.0 | 0.25 | 3.1 |

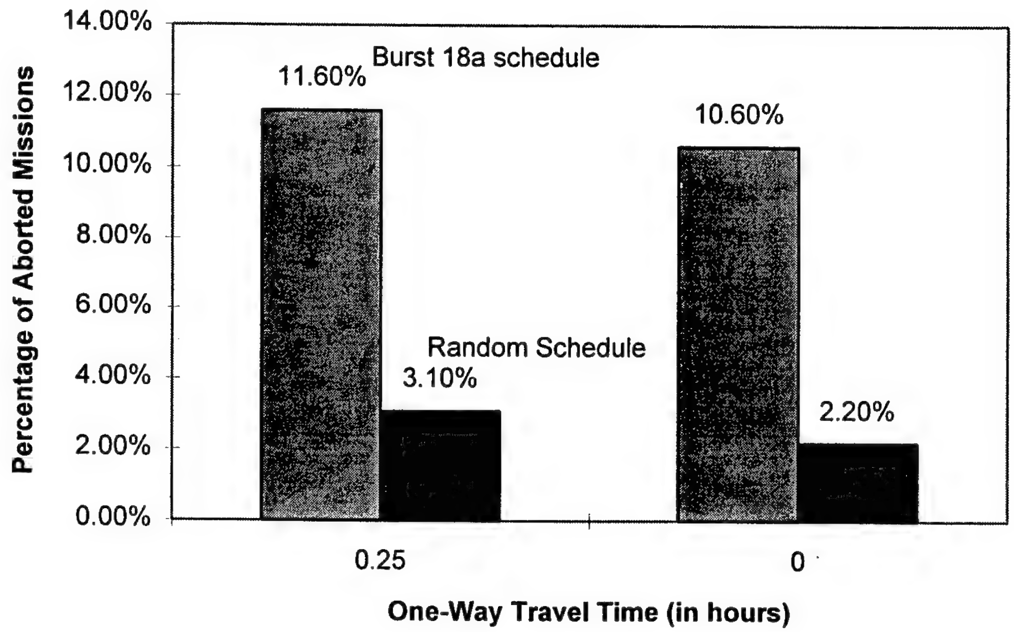


**Figure 8.**
**Varying the Travel Time from 0.25 to 0.0 hours**

In two cases, 8 MASS were used to support a squadron flying a random 2.0 schedule and a burst 2.0 schedule, using schedule 18b. For these schedules, the MTBF of the MASS units was defined as 20, 50, 100 or 10,000 hours, depending on the experiment. The MTTR was held at five hours for all the experiments. These variations did not cause a statistically significant effect on the number of aborted missions for either the random or burst schedules. The utilization of the MASS units did slightly increase; however, because down times are included in utilization calculations. Table 5 and Figures 9 (random schedule) and 10 (burst schedule 18b) show no correlation between a decreasing MTBF and any increase in aborted missions. In Table 5, all the random schedule

experiments had a travel time of 0.25 hours, while the experiments with the burst schedule had a 0.75 hour travel time.

**Table 5. Variations of the MTBF of the MASS and its effect on Aborts**

| Exp No. | No. MASS | Schedule | MTBF (hours) | % Missions Aborted | Utilization |
|---|---|---|---|---|---|
| 54 | 8 | Random 2.0 | 20 | 2.7 | 49.20 |
| 55 | 8 | Random 2.0 | 50 | 2.9 | 48.35 |
| 17 | 8 | Random 2.0 | 100 | 2.6 | 47.39 |
| 20 | 8 | Random 2.0 | 10000 | 2.8 | 46.78 |
| 75 | 8 | Burst 18b 2.0 | 20 | 8.3 | 62.80 |
| 76 | 8 | Burst 18b 2.0 | 50 | 8.5 | 61.78 |
| 73 | 8 | Burst 18b 2.0 | 100 | 7.5 | 61.30 |
| 77 | 8 | Burst 18b 2.0 | 10000 | 8.1 | 60.19 |

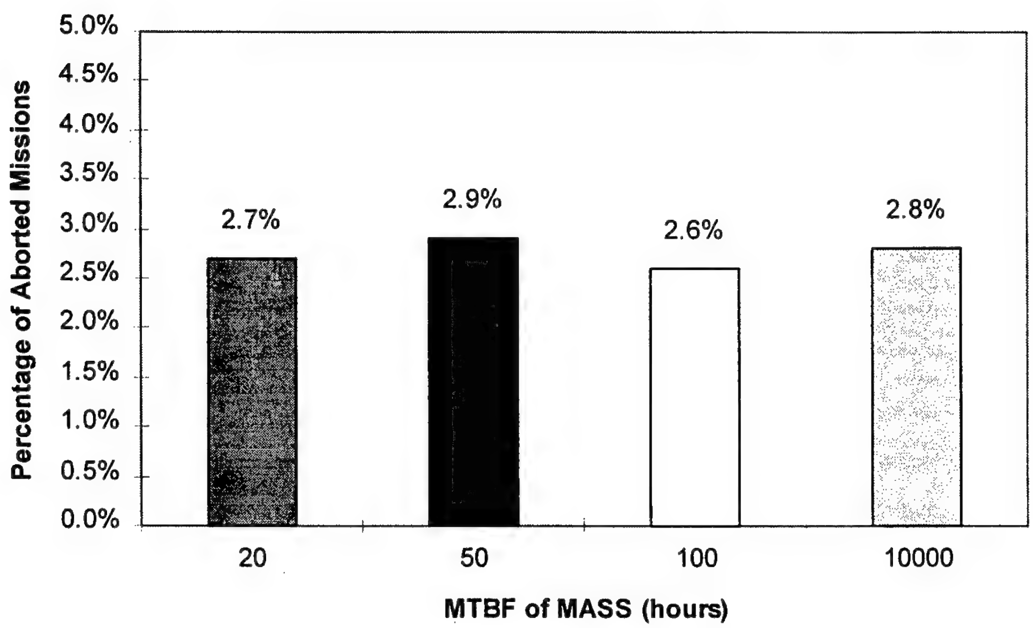


**Figure 9.**
**Variations of MTBF of 8 MASS on a Random 2.0 Schedule**

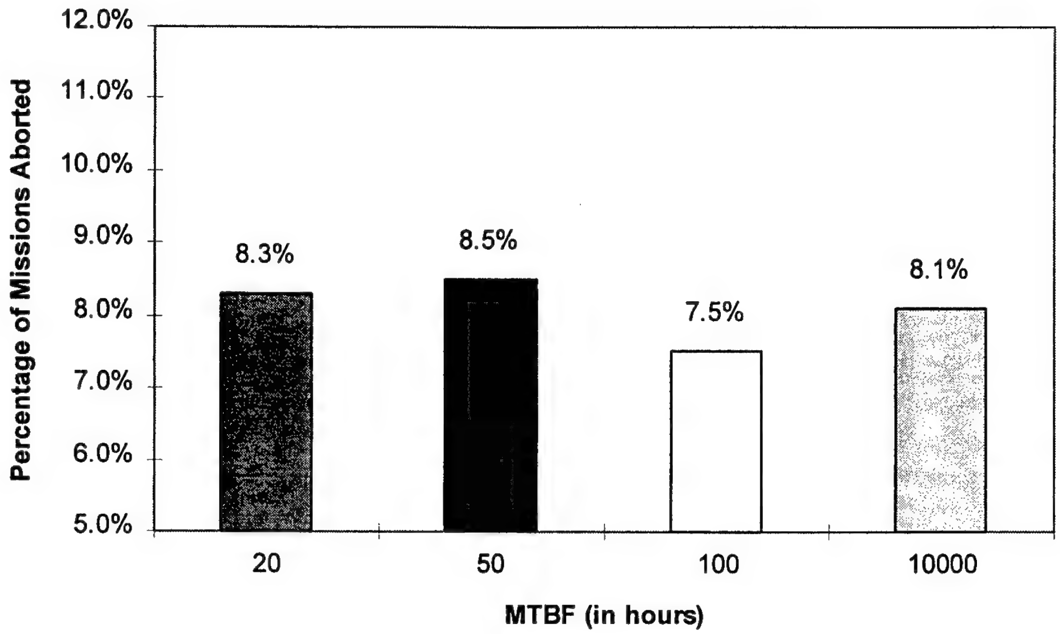


**Figure 10.**
**Variations of MTBF of 8 MASS on a Burst 2.0 Schedule**

Another variable that does not have a meaningful effect on the number of aborts is the repair time needed to fix a broken unit. Again, two general cases are studied, one using the random schedule and one with the burst 18b schedule. All of the random schedule experiments have a travel time of 0.25 hours and a MTBF of the MASS unit of 100 hours. The burst experiments have a travel time of 0.75 hours and, to make failures more prominent, a MTBF of 20 hours. There are 8 MASS units available for each simulation to service the 18 aircraft. The end result of this study was a slight increase in the number of aborted missions as the MTTR increased, but not enough to be statistically valid. Table 6 shows the different experiments used to arrive at this conclusion; Figures 11 (for the random schedule) and 12 (burst) graphically depict that an increase in MTTR results in a non-statistically significant increase in the number of aborts. The utilization of the MASS units did increase with increases in MTTR; this can be explained by the inclusion of down times into the utilization calculations.

A third factor not affecting the number of aborted missions was the size of the repair staff available to fix broken equipment. One set of experiments was created to study this issue; a burst schedule using schedule 18a was used with these experiments. The MASS units had a MTBF of 100 hours and a MTTR of five hours. A travel time of 0.25 hours was defined. Three experiments were compared; the number of repairmen available varied from two to five, to an unlimited amount in the three experiments. As shown in Table 7 and Figure 13, the number of repairmen has virtually no effect on aborts. Similar experiments with random schedules instead of burst resulted in the same conclusion.

**Table 6. Variations of the MTTR of the MASS and its Effect on Aborts**

| Exp. No. | # MASS | Schedule | MTTR (hrs) | % Missions Aborted | Utilization |
|---|---|---|---|---|---|
| 51 | 8 | Random 2.0 | 2 | 2.5 | 46.50 |
| 17 | 8 | Random 2.0 | 5 | 2.6 | 47.39 |
| 52 | 8 | Random 2.0 | 10 | 3.0 | 47.87 |
| 53 | 8 | Random 2.0 | 20 | 2.9 | 49.02 |
| 80 | 8 | Burst 18b 2.0 | 1 | 8.1 | 60.91 |
| 75 | 8 | Burst 18b 2.0 | 5 | 8.3 | 62.80 |
| 81 | 8 | Burst 18b 2.0 | 8 | 8.4 | 63.45 |

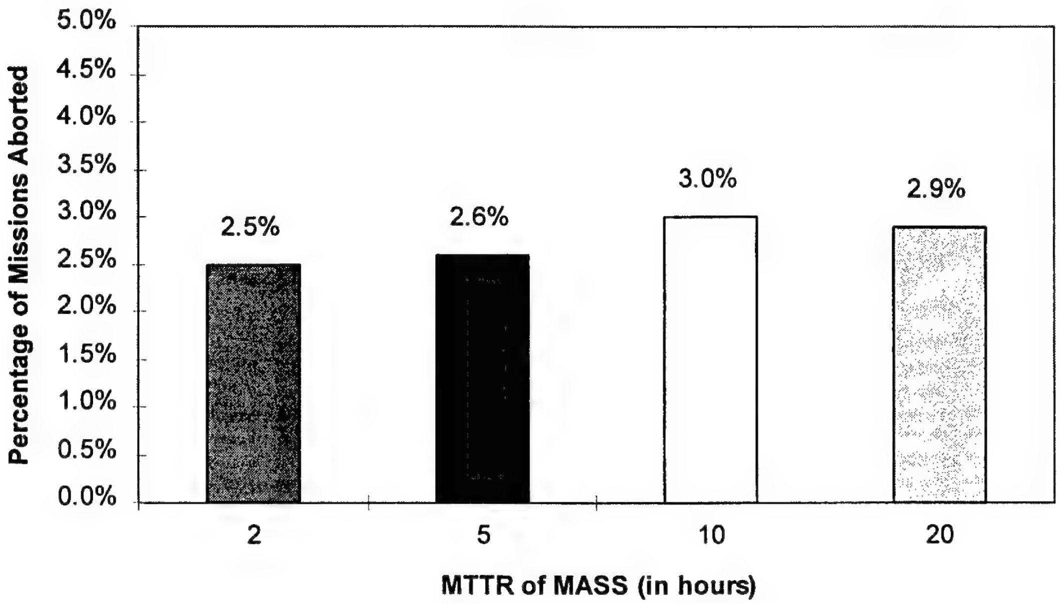


**Figure 11.**
**Variations of MTTR on a Random 2.0 Schedule**

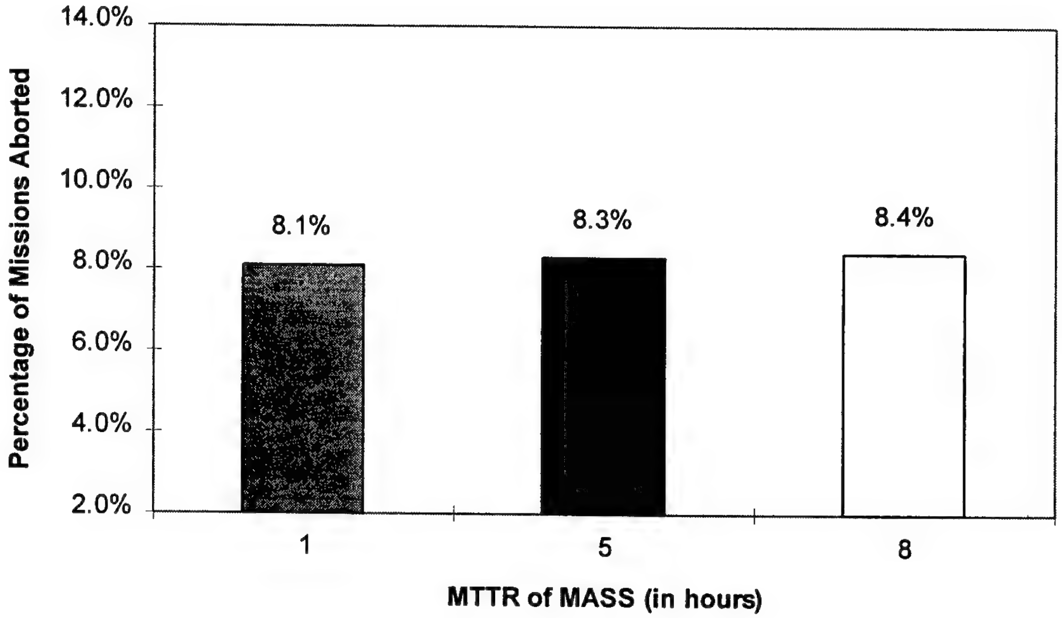


**Figure 12.**
**Variations of MTTR on a Burst 2.0 Schedule**

**Table 7. Variations of Repair Staff Availability and its Effect.**

| Exp. No. | Schedule | No. Repairmen Available | % Missions Aborted |
|---|---|---|---|
| 13 | Burst 18a 2.0 | 2 | 12.2 |
| 14 | Burst 18a 2.0 | 5 | 12.0 |
| 15 | Burst 18a 2.0 | unlimited | 12.0 |

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**Figure 13.**
**Variations on the Quantity of the Repair Staff**

In this part of the results section we focus on determining the optimal number of MASS units needed to replace TOA AGE for certain schedules. Five different schedules were run, each differing in the sortie generation rate, type of schedule, and number of aircraft in the squadron. Different quantities of MASS units were explored in an attempt to determine where the "cutoff point" was; that is, the point where any more reduction of MASS units would result in a dramatic increase in abort rates. In all of the following experiments, the MTBF of the MASS units is 100 hours and the MTTR is five hours, unless otherwise specified. The MASS cases will also be compared to an unconstrained case and a case using TOA AGE.

The first schedule configuration examined was an 18 aircraft squadron flying a random 2.0 schedule. Travel time for these experiments is defined as 0.25 hours. The scenario was simulated

using 8 MASS units present first, then 6, then 4. The results for each experiment, giving an average number of aborted missions as well as the utilization of the MASS units, are shown in Table 8 and graphically in Figure 14. Also, an experiment with unlimited equipment resources was simulated for comparisons.

Apparently, reducing the number of MASS units for this schedule to 8 or even 6 MASS units would have no adverse effect on the abort percentages. The small differences in the abort percentage between scenarios with unlimited, 8 and 6 MASS units are not statistically significant. However, the utilization of the units increases by 15% when moving from 8 to 6 MASS. If this high utilization rate for 6 MASS units is acceptable, then 6 MASS units are recommended for this schedule; if not, 8 MASS units are the recommended quantity. Deployments with fewer than 6 MASS would see a high increase in the number of aborted missions.

**Table 8. Results for a Random 2.0 Schedule for Different Quantities of MASS - 18 Aircraft**

| Exp No. | No. MASS units | % Missions Aborted | MASS Utilization |
|---|---|---|---|
| 2 | unlimited | 3.1 | N/A |
| 19 | 8 | 3.2 | 47.45 |
| 21 | 6 | 3.6 | 62.59 |
| 22 | 4 | 12.5 | 87.84 |

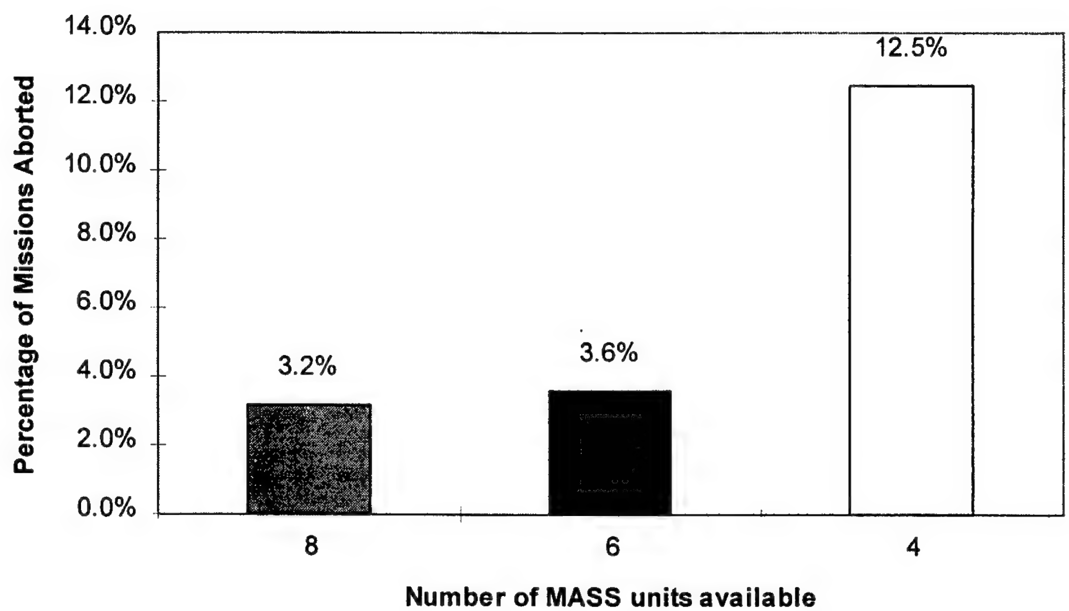


**Figure 14.**
**Variations of Different Quantities of MASS - Random 2.0 Schedule, 18 Aircraft**

The next schedule to be explored is the burst 2.0 schedule for an 18 aircraft squadron. As noted earlier, it is critical to choose a schedule that is not too time-constraining. As illustrated in Table 2 and Chart 1, small changes in schedule configurations can result in wide variations in the number of aborted missions. Schedule Burst 18b was chosen to be studied here. An unlimited resource case is compared with experiments having 10, 8 and 6 MASS units. Travel times are defined as 0.75 hours for all of the cases.

Table 9 and Figure 15 summarize the results for these four experiments. Please note that scenarios with unlimited resources and 10 and 8 MASS units have no statistical difference in their number of aborted missions. Again, a steady rise in the utilization of the MASS units is seen as quantities decrease . A deployment with 6 MASS units using this schedule would have close to an 80% utilization rate for the MASS units. For this schedule, 8 MASS units is the preferred quantity. The number of aborts would not statistically differ with more MASS units being available, while the increase in aborts is significant with less MASS available. Deployment with 8 MASS units is recommended for this schedule unless utilization rates are too high; then 9 or 10 units would be preferred.

**Table 9. Results for a Burst 2.0 Schedule for Different Quantities of MASS - 18 Aircraft**

| Exp. No. | No. MASS units | % Missions Aborted | MASS Utilization |
|---|---|---|---|
| 71 | unlimited | 6.9 | N/A |
| 72 | 10 | 7.1 | 48.94 |
| 73 | 8 | 7.5 | 61.30 |
| 74 | 6 | 12.4 | 79.32 |

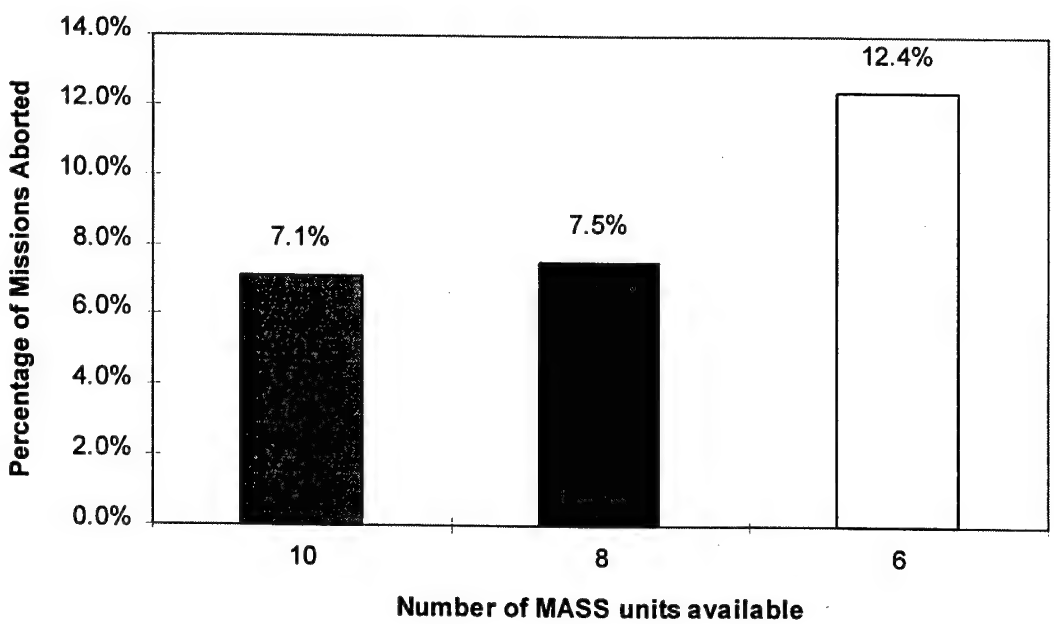

**Figure 15.**
**Variations of Different Quantities of MASS - Burst 2.0 Schedule, 18 Aircraft**

The next two sets of experiments reduce the sortie generation rate from 2.0 to 1.5. The purpose of the experiments was to reduce the number of aborted missions to zero, or very close to it. A random 1.5 schedule was created and is evaluated below. Travel times are at 0.75 hours; six experiments were simulated, varying from unlimited resources to only 3 MASS available.

Table 10 and Figure 16 present the results. With unlimited resources, a scenario with this schedule will abort 0.3% of its missions - about one every 30 days. The experiment with 8 MASS units present would still keep this abort rate, but the other four each introduce statistically significant increases in the number of aborted missions. The cutoff point is not well defined for this group, but an experiment with 6 MASS units seems to be the limit. Although it is statistically worse than an 8 MASS scenario, the difference is only two aborts over 30 days, and any other decreases in MASS units would cause a large rise in abort percentages. Therefore, 6 MASS units could be recommended for this schedule, with an abort rate of 0.7% (about one every 10 days), but utilization rates near 70% may not be acceptable.

**Table 10. Results for a Random 1.5 Schedule for Different Quantities of MASS - 18 Aircraft**

| Exp No. | No. MASS units | % Missions Aborted | MASS Utilization |
|---|---|---|---|
| 68 | unlimited | 0.3 | N/A |
| 64 | 8 | 0.3 | 50.69 |
| 69 | 6 | 0.7 | 69.25 |
| 65 | 5 | 2.5 | 81.18 |
| 66 | 4 | 11.4 | 94.63 |
| 67 | 3 | 33.5 | 98.04 |

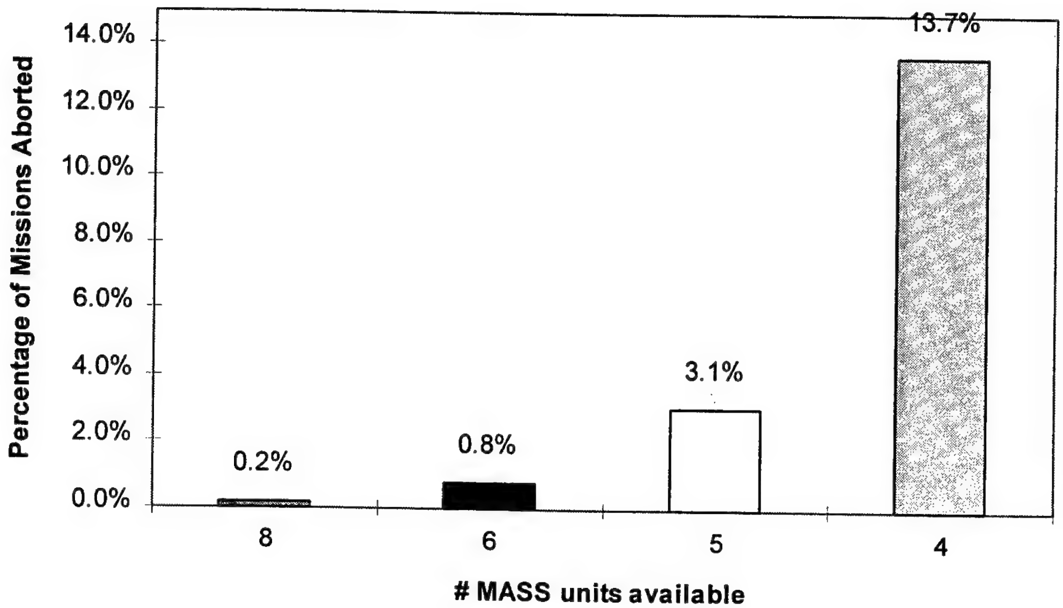


**Figure 16.**
**Variations of Different Quantities of MASS - Random 1.5 Schedule, 18 Aircraft**

Finally, a deployment of 18 aircraft utilizing a burst 1.5 schedule was analyzed. The chosen schedule resembling the 2.0 schedule 18b looks awkward scaled down somewhat. Schedule 18f described in Appendix C was chosen for this group of experiments. All other parameters were set to the default values . Five experiments were run, from unlimited resources to 4 MASS units present.

Table 11 and Figure 17 display the numbers generated from the runs. This schedule should not cause any aborts - a scenario with unlimited resources aborts 0.1% of the missions, about one every 60 days - so any aborts seen are due to the unavailability of support equipment. Dropping the quantity of MASS to 8 MASS units caused no statistical change in the aborts, but decreasing to 6 results in small yet statistically significant increases in aborts to 0.8%, about one every nine days. Any further reductions will cause dramatic increases in the abort percentages. It seems that 6 MASS is the cutoff point, but as before, the 70% utilization rate might be too high. In that case, a deployment with 8 MASS would reduce utilization rates to around 52%.

**Table 11. Results for a Burst 1.5 Schedule for Different Quantities of MASS - 18 Aircraft**

| Exp. No. | No. MASS units | % Missions Aborted | MASS Utilization |
|---|---|---|---|
| 83 | unlimited | 0.1 | N/A |
| 84 | 8 | 0.2 | 52.74 |
| 85 | 6 | 0.8 | 70.72 |
| 86 | 5 | 3.1 | 84.09 |
| 87 | 4 | 13.7 | 95.91 |

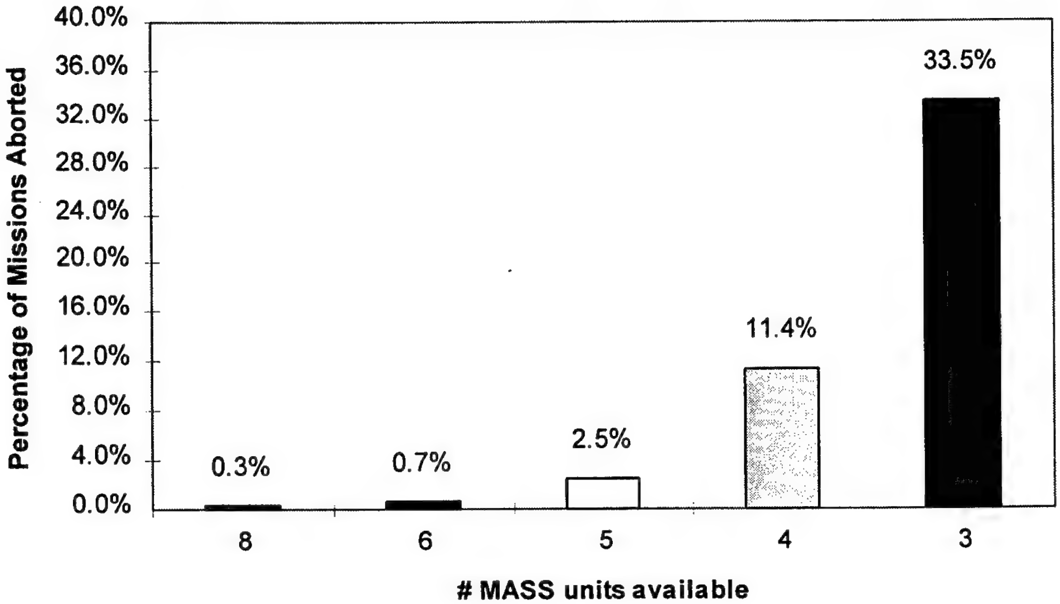


**Figure 17.**
**Variations of Different Quantities of MASS - Burst 1.5 Schedule, 18 Aircraft**

The next set of experiments involve a deployment with only nine aircraft instead of the usual 18. A burst 2.0 schedule was needed for this scenario; however, several different schedules were created before one was developed that limited aborts to a reasonable level. As with an 18 aircraft deployment, the schedule choice was critical once again. Experiments 49 D-F and 91-93 detail the results received from various schedules. Schedule 9e was chosen (defined in Appendix C). All other parameters for these simulation experiments are at their default values.

The results from these runs are shown in Table 12 and Figure 18. Despite this schedule being the best created, a simulation run with unlimited resources still results in 8.0% of the missions being aborted. A simulation with 5 MASS units had a 9.7% increase in aborts but not statistically significant from the unlimited case at the 95% confidence level. Simulations with 4 and 3 MASS had a higher abort percentage that was significantly different from the unconstrained case. It is apparent that 5 MASS is the cutoff point for this scenario, keeping the abort percentage relatively low (given the schedule) and also having a low utilization rate.

**Table 12. Results for a Burst 2.0 Schedule for Different Quantities of MASS - 9 Aircraft.**

| Exp. No. | No. MASS Units | % Missions Aborted | MASS Utilization |
|---|---|---|---|
| 96 | unlimited | 8.0 | N/A |

| | | | |
|---|---|---|---|
| 97 | 5 | 9.7 | 48.07 |
| 98 | 4 | 11.0 | 59.50 |
| 99 | 3 | 16.5 | 76.72 |

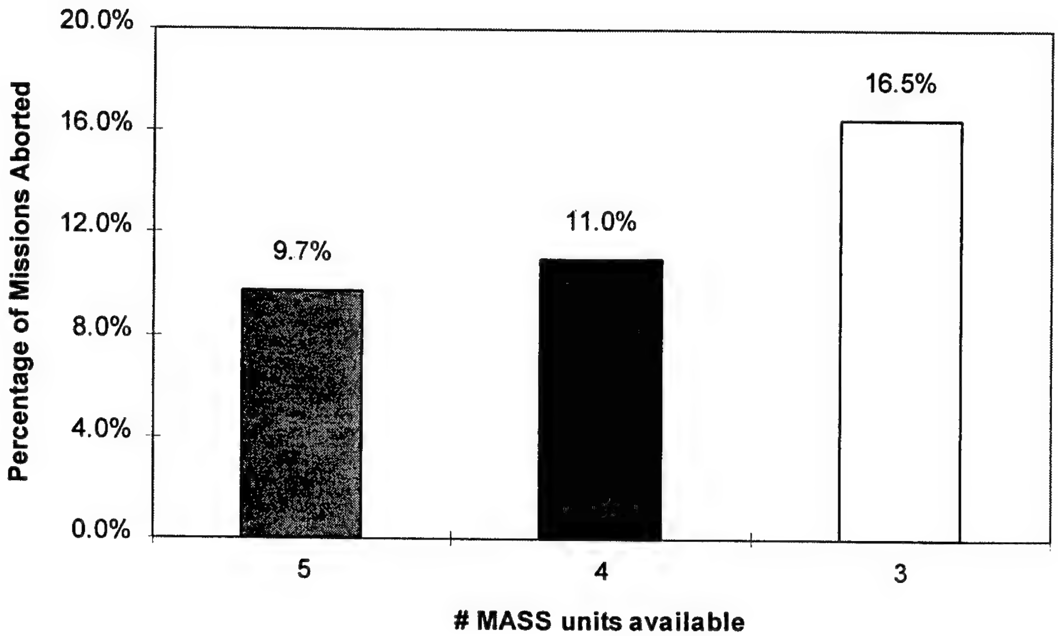


**Figure 18.**
**Variations of Different Quantities of MASS - Burst 2.0 Schedule, 9 Aircraft**

One final conclusion can be made about the MASS unit and its functionality. In all of the above experiments, a MASS unit contained full functionality. In other words, the MASS unit contained the functions of all seven AGE being studied - generating power, air conditioning, high and low compressing, hydraulic power, nitrogen service, and lighting. What if only some of those functions were included, and the rest of the services provided by traditional AGE carts? To answer this, one additional configuration of the MASS unit was studied. It was suggesed that this second arrangement consist of the MASS unit containing all functions except lighting, which would be provided by one of 14 available NF2D lite-all carts. Both a burst 2.0 and a random 2.0 schedule was run with the new unit, and Table 13 compares this new unit with identical runs with the original MASS configuration.

Schedule 18a was used for the burst schedule in addition to the random 2.0. Travel times were set at 0.25 hours and a MTBF of 100 hours and a MTTR of five hours was defined. There is a very slight improvement in the abort rates, but nowhere near enough to be considered statistically significant. Both configurations work equally as well and both MASS units are candidates to replace traditional AGE units.

**Table 13. Comparisons Between Two Configurations of the MASS Unit**

| Exp. No. | MASS Functionality | Schedule | % Missions Aborted | MASS Utilization |
|---|---|---|---|---|
| 25 | all except lights | Burst 18a | 11.8 | 44.19 |
| 15 | all | Burst 18a | 12.0 | 44.52 |
| 29 | all except lights | Random 2.0 | 2.8 | 47.18 |
| 19 | all | Random 2.0 | 3.2 | 47.45 |

The simulation results from all of the above indicate that if a MASS unit could be built to replace all AGE functionality, or all AGE functionality except lights, then either of these combinations would be an acceptable substitute for all of the seven pieces of AGE. The quantity of MASS units needed is approximately equal to the table of allowance values for the AM32A-60 generator unit, (eight units). For specific deployments, if the sortie rate is known to be less than 2.0, even fewer MASS units could satisfy the requirements of 18 aircraft.

## CONCLUSIONS

Results obtained from simulation experiments run to date support the position that the current AGE could be supplanted with combined MASS units, without adversely affecting sortie generation rate. Part 1 of the Results section highlights this statement. Four different sortie generation schedules were tested, each illustrating that a specified quantity of MASS units will support an 18 PAA deployed unit with a low number of aborts due to MASS. In a traditional 2.0 "burst" schedule, this quantity was found to be eight, meaning that performance will not drop when only eight support equipment units are taken in a 18 aircraft deployment instead of the present 44 AGE units. Additionally, it can be stated with 95% confidence that the utilization of the proposed MASS units will be less than the currently most-requested AGE unit, the AM32A-60 generator. Thirty-six additional support units can now be left behind, dramatically reducing the the deployment footprint. Different quantities of MASS were also tested for effectiveness; any amounts more than eight proved redundant and unnecessary; any amounts less than eight resulted in a quick drop-off of the number of missions completed on time as well as a rise in utilization rates.

Results Part 2 highlighted some factors that can dramatically affect abort percentages in a 30-day deployment. The flying schedule setup has a tremendous impact on whether missions have to be aborted. If the schedule is compressed too much, with too many missions scheduled too close together, abort rates rise dramatically. This is principally due to the defined aircraft repair times, rather than the availability of any support equipment. Another element that carried weight in determining the results of the simulation was the amount of time needed to physically transport the equipment from the AGE shop to the aircraft. Three different values were modeled, with a large variation of abort percentages resulting. Any efforts made to decrease these travel times should impact the effectiveness of the deployment. As stated above, the quantities of units taken on a deployment play a large role in determining the success of the deployment.

This report also viewed factors that made very little difference in the number of aborted sorties, including the MTBF and MTTR of the support units, and the number of technicians available to fix the units when needed.

Although simulation results such as these can be helpful in making decisions, it can never be overemphasized that they are but one decision support tool. In this case, there may be several reasons to second guess the results of the simulation. Before mass-producing these units, it makes sense to stage some real-world experiments to make sure no critical processes or tasks have been overlooked. Building enough MASS units to support an 18 PAA package, and using these units during an operational exercise would help validate the unit-level concept (keeping an additional supply of existing AGE units in reserve could protect the exercise from being impacted). An obvious step before building even one unit is the engineering design feasibility of combining AGE functions into a more transportable package.

## REFERENCES

1. SA-ALC/LDE, Aerospace Ground Equipment Master Plan, 30 December 1992.

2. Boyle, E. Background Paper on Multi-Function Aerospace Support System (MASS), 30 September 1994.

3. Boyle, E. Multi-Function Aircraft Support System (MASS), briefing charts, undated.

**APPENDIX A**
**SIMULATION RESULTS**

**Experiments for MASS Study**

| Exp No. | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Variable** | | | | | | | | | | | | | | | |
| Generators | 8 | | 4 | 4 | 2 | 8 | | | | | | 8 | | | 8 |
| A/C units | 8 | | 4 | 4 | 2 | 8 | | | | | | 8 | | | 8 |
| MASS units | | 6 | | | | | 8 | 8 | 4 | 6 | 6 | | 4 | 6 | |
| NF2Ds | 12 | | 14 | 14 | 14 | 6 | | | | | 12 | 12 | 12 | 12 | 12 |
| NF2 %usage | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 0 | 75 | 75 | 75 | 75 | 75 | 75 | 75 |
| travel time (one way) | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0 | 0 | 0 | 0.25 |
| ICT use time | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0 | 0 | 0 | 0.25 |
| powerchecktime | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0 | 0 | 0 | 0.25 |
| Aircraft In Squadron | 18 | 18 | 18 | 18 | 18 | 18 | 18 | 18 | 18 | 18 | 18 | 18 | 18 | 18 | 18 |
| Sortie Generation rate | 2 | 1.5 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| AGE MTTF | | | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| AGE MTTR | | | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| WUC Clock Factor | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| MC2A units | 4 | 4 | 4 | 4 | 4 | 4 | | | | | | 4 | | | 4 |
| MJ2A units | 2 | 2 | 2 | 2 | 2 | 2 | | | | | | 2 | | | 2 |
| N2 carts | 2 | 2 | 2 | 2 | 2 | 2 | | | | | | 2 | | | 2 |
| | | | | | | | | | | | | | | | |
| substitution combinations (below | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 2 | 0 | 2 | 2 | 0 |
| number of runs | 3 | 30 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 30 | 3 |
| | | | | | | | | | | | | | | | |
| Aborted Sorties | 68.40 | 2.00 | 182.40 | | 997.33 | 80.67 | 64.67 | 64.00 | 168.00 | 77.33 | 63.20 | 47.33 | 99.33 | 60.67 | 78.50 |
| Average Aircraft % NMC | 24.31% | 19.80% | 31.80% | | | 24.31% | 24.22% | 24.25% | 29.71% | 24.55% | 25.47% | 23.47% | 25.20% | 23.99% | 24.91% |
| Generator/MASS Stats: | | | | | | | | | | | | | | | |
| Average Waiting Time | 0.014 | 0.081 | 1.752 | same as | other | 0.030 | 0.033 | 0.020 | 1.336 | 0.178 | 0.212 | 0.009 | 0.612 | 0.079 | 0.036 |
| Average Usage Time | 2.238 | 2.307 | 2.681 | exp 2 | data | 2.237 | 2.311 | 2.310 | 2.675 | 2.398 | 2.480 | 2.034 | 2.178 | 2.219 | 2.242 |
| Total Requests | 1134.67 | 779.00 | 1028.67 | | not | 1173.33 | 955.33 | 940.67 | 863.67 | 948.67 | 956.33 | 1228.67 | 922.67 | 951.00 | 1215.00 |
| Utilization | 0.422 | 0.489 | 0.851 | | collected | 0.480 | 0.460 | 0.449 | 0.833 | 0.599 | 0.616 | 0.402 | 0.713 | 0.525 | 0.477 |
| Average Number Pending | 0.039 | 0.088 | 2.383 | | | 0.063 | 0.044 | 0.026 | 1.602 | 0.234 | 0.282 | 0.014 | 0.785 | 0.105 | 0.080 |

**Combinations**

| | |
|---|---|
| 0 | No substitutions |
| 1 | All Age Functionality |
| 2 | All Age Functionality except Lights |

## APPENDIX B
## AGE/LCOM TASK MATRIX FOR 4-DIGIT F-16 DATABASE

F-16C BLK 40/42 LCOM TASKS
AGE USAGE WORKSHEET

| LCOM | | | | 500 | | PERCENTAGE AGE USEAGE FOR LCOM TASK | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TASK | TASK DESCRIPTION OR | | | DAY | AVG. | MC-1A | MC-2A | | AM32C-10 | AM32A-10 | MJ-2A | NF-2D |
| NAME | SYSTEM/SUBSYSTEM | AFSC | # | HITS | TIME | COMPRS | COMPRS | N2 CART | AIR CON | PWR GEN | HYDRL | LITE ALL |
| H11AD1 | DOOR FWD BAY RH1202 | 452X4 | 1 | 2 | 2 | | | | | | | |
| H11A91 | NOC | 452X4 | 2 | 2 | 2.5 | | | | | | | |
| H11001 | AIRFRAME | 452X4 | 3 | 1 | 2.5 | Y | | | | | | |
| H12CA1 | CANOPY ASSY | 452X4 | 1 | 2 | 0.7 | | | | | | | |
| H12CA2 | CANOPY ASSY | 454S2 | 2 | 2 | 0.5 | | | | | | | |
| H12EA1 | REEL ASSY PWR INERT | 452X4 | 1 | 5 | 0.5 | | | | | | | |
| H12001 | CREW STATION SYSTEM | 452X4 | 1 | 1 | 0.1 | | | | | | | |
| H13F01 | NOSE WHL STEER SYS | 452X2 | 2 | 5 | 2.5 | | | | | Y | Y | Y |
| H13F02 | NOSE WHL STEER SYS | 452X5 | 2 | 5 | 1.8 | | | | | Y | Y | Y |
| H13JA1 | STRUT SHOCK NLG | 452X4 | 1 | 15 | 0.5 | | | | | | Y | |
| H13LA1 | VALVE MLG BRAKE CTL | 452X4 | 1 | 2 | 0.5 | | | | Y | Y | Y | |
| H13L01 | BRAKE/SKID CONTROL | 452X4 | 3 | 1 | 4 | | | | | | | |
| H13L02 | BRAKE/SKID CONTROL | 452X5 | 2 | 5 | 4.5 | | | | | | | |
| H13L91 | NOC | 452X4 | 3 | 3 | 1.5 | | | | | | | |
| H13001 | LANDING GEAR SYSTEM | 452X2 | 3 | 1 | 3 | | | | | | Y | |
| H14AP1 | CMPTR DIG FLGT CNTR | 452X2 | 2 | 17 | 1 | | | | Y | Y | | |
| H14A01 | PRIM FLT CONT ELECT | 452X2 | 2 | 16 | 1 | | | | Y | Y | | |
| H14A91 | NOC | 452X2 | 2 | 3 | 1 | | | | Y | Y | | |
| H14BA1 | INT SERVO ACT RUDD | 452X2 | 2 | 3 | 1.2 | | | | Y | Y | | |
| H14DL1 | LEADING EDGE FLP LH | 452X4 | 1 | 1 | 0.5 | | | | | | | |
| H14DM1 | LEADING EDGE FLP RH | 452X4 | 1 | 3 | 0.5 | | | | | | | |
| H14E01 | SPEED BRAKES | 452X4 | 1 | 4 | 0.5 | | | | Y | Y | | |
| H14FA1 | | 452X2 | 2 | 1 | 2 | | | | Y | Y | | |
| H14FG1 | TUBE PITOT STATIC | 452X2 | 3 | 2 | 8 | | | | Y | Y | | |
| H14GA1 | MTRX RLY FCS CHN CD | 452X2 | 2 | 1 | 2 | | | | Y | Y | | |
| H14001 | FLIGHT CONTROL SYS | 452X2 | 2 | 46 | 3 | | | | Y | Y | | |
| H14002 | FLIGHT CONTROL SYS | 452X5 | 1 | 2 | 0.7 | | | | Y | Y | | |
| H14991 | | 452X2 | 2 | 1 | 1 | | | | Y | Y | | |
| H24AA1 | PWR UN TURBINE EPU | 452X5 | 2 | 4 | 0.3 | | | | | | | |
| H24A01 | POWER SECTION EPU | 452X5 | 2 | 2 | 1.5 | | | | | | | |
| H24DA1 | STARTER JET FUEL | 452X4 | 2 | 2 | 1 | | | Y | Y | Y | | |
| H24D01 | JET FUEL START SYS | 452X4 | 2 | 2 | 6 | | | | | | | |

F-16C BLK 40/42 LCOM TASKS
AGE USAGE WORKSHEET

| LCOM | | | | 500 | | PERCENTAGE AGE USEAGE FOR LCOM TASK | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TASK | TASK DESCRIPTION OR | | | DAY | AVG. | MC-1A - | MC-2A | | AM32C-10 | AM32A-10 | MJ-2A | NF-2D |
| NAME | SYSTEM/SUBSYSTEM | AFSC | # | HITS | TIME | COMPRS | COMPRS | N2 CART | AIR CON | PWR GEN | HYDRL | LITE ALL |
| H24001 | AUX POWER PLANT JFS | 452X2 | 2 | 2 | 0.5 | | | | | | | |
| H27A91 | NOC | 452X4 | 1 | 6 | 0.5 | | | | | | | |
| H27ED1 | XDUCER NOZZLE POSTN | 452X4 | 2 | 4 | 1.5 | | | | | | | |
| H27GD1 | AUGMENTOR FUEL SYS | 452X4 | 1 | 2 | 2 | | | | | | | |
| H27GP1 | ELECTRICAL SYSTEM | 452X4 | 2 | 16 | 0.7 | | | | | | | |
| H27Z01 | TURBOFAN ENGINE LRU | 452X4 | 1 | 5 | 1.1 | | | | | | | |
| H27001 | TURBOFAN POWR PLANT | 452X4 | 1 | 11 | 1.2 | | | | | | | |
| H27091 | | 452X4 | 1 | 1 | 2 | | | | | | | |
| H271B1 | RACK ASSY CONTROL | 452X2 | 2 | 4 | 1 | | | | | | | |
| H271B2 | RACK ASSY CONTROL | 452X4 | 2 | 3 | 2.3 | | | | | | | |
| H27101 | ENG INST CTRLS AMS | 452X2 | 1 | 5 | 3 | | | | | | | |
| H41AB1 | TURBINE COOLING | 452X5 | 2 | 4 | 1 | | | | | | | |
| H41A01 | AIRCOND SUBSYSTEM | 452X5 | 1 | 1 | 1 | | | | | Y | | |
| H41001 | ENVIR CONT SYSTEM | 452X5 | 2 | 4 | 1 | | | | | | | |
| H42A91 | NOC | 452X5 | 2 | 2 | 0.7 | | | | | | | |
| H42GA1 | BATTERY AIRCRAFT | 452X4 | 2 | 3 | 1 | | | | | Y | | |
| H42GA2 | BATTERY AIRCRAFT | 452X5 | 2 | 4 | 1 | | | | | Y | | |
| H42G01 | A/C BATTERY SYSTEM | 452X2 | 2 | 1 | 1 | | | | | Y | | |
| H42G02 | A/C BATTERY SYSTEM | 452X5 | 2 | 10 | 0.9 | | | | | Y | | |
| H42G91 | NOC | 452X5 | 2 | 1 | 0.7 | | | | | Y | | |
| H44CA1 | LIGHT MASTR CAUTION | 452X4 | 2 | 2 | 3 | | | | | Y | | |
| H45AC1 | TRANS HYD PRESSURE | 452X2 | 2 | 3 | 0.5 | | | Y | Y | Y | Y | |
| H46B01 | REFUEL & DEFUEL SYS | 452X4 | 1 | 5 | 1 | | | | Y | | | |
| H46CN1 | RESERVOIR HALON | 452S5 | 2 | 10 | 0.5 | Y | | | | | | |
| H46DG1 | TANK VENT | 454S3 | 2 | 5 | 0.3 | | | | | | | |
| H46EJ1 | INDICATOR FUEL QTY | 452X2 | 2 | 3 | 0.5 | | | | | | | |
| H46EK1 | | 452X2 | 2 | 1 | 1 | | | | | Y | | |
| H46E01 | FUEL INDICATING-CON | 452X2 | 2 | 4 | 1.3 | | | | | Y | | |
| H46FD1 | TK 370 GAL EXT PYLN | 452X2 | 3 | 2 | 7 | Y | | | | | | |
| H46001 | FUEL SYSTEM | 452X2 | 3 | 36 | 2 | | | | | | | |
| H46002 | FUEL SYSTEM | 454S3 | 3 | 4 | 0.9 | | | | | | | |
| H47AA1 | CONVERTER LOX 5 LIT | 452X4 | 1 | 5 | 1.1 | | | | | | | |

F-16C BLK 40/42 LCOM TASKS
AGE USAGE WORKSHEET

| LCOM | | | | 500 | | PERCENTAGE AGE USEAGE FOR LCOM TASK | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TASK | TASK DESCRIPTION OR | | | DAY | AVG. | MC-1A | MC-2A | | AM32C-10 | AM32A-10 | MJ-2A | NF-2D |
| NAME | SYSTEM/SUBSYSTEM | AFSC | # | HITS | TIME | COMPRS | COMPRS | N2 CART | AIR CON | PWR GEN | HYDRL | LITE ALL |
| H47AD1 | REGULTOR OXY BRTHNG | 452X5 | 2 | 4 | 1 | | | | Y | Y | | |
| H47A01 | LIQ OXY SYS SUP&DST | 452X2 | 2 | 5 | 1 | | | | | | | |
| H47FD1 | | 452X4 | 3 | 3 | 1.5 | | | | | | | |
| H47001 | OXYGEN SYSTEM | 452X2 | 2 | 4 | 1 | | | | | | | |
| H51AA1 | INDICATOR AIRSP MCH | 452X2 | 2 | 8 | 2 | | | | | Y | | |
| H51AB1 | ALTIMETER SERVOED | 452X2 | 2 | 6 | 0.8 | | | | | Y | | |
| H51AF1 | | 452X2 | 2 | 1 | 1 | | | | | Y | | |
| H51BA1 | IND HORIZ SITUATION | 452X2 | 2 | 4 | 0.5 | | | | | Y | | |
| H51B01 | ARTIFICAL REF INSTR | 452X2 | 2 | 3 | 1 | | | | | Y | | |
| H51F01 | AIR DATA SYSTEM | 452X2 | 2 | 1 | 1 | | | | | Y | | |
| H51001 | FLIGHT INSTRUMENTS | 452X2 | 2 | 24 | 2.3 | | | | | Y | | |
| H55DA1 | CRASH SRVLBL MMRY | 452X2 | 2 | 2 | 2 | | | | | | | |
| H55DB1 | SIGNAL ACQUISTN UN | 452X2 | 3 | 4 | 3.8 | | | | | | | |
| H55D01 | CRASH SURVIVBL FDRS | 452X2 | 2 | 4 | 0.5 | | | | | | | |
| H55001 | MALFCT ANLYS REC EQ | 452X2 | 3 | 1 | 4.5 | | | | Y | Y | | |
| H62A01 | | 452X2 | 2 | 4 | 0.3 | | | | | Y | | |
| H62CD1 | RCVR/XMTR VHF RM MT | 452X2 | 1 | 2 | 1 | | | | | Y | | |
| H62C01 | VHF COMM SET | 452X2 | 2 | 3 | 0.8 | | | | | Y | | |
| H62001 | VHF COMMUNICATIONS | 452X2 | 2 | 26 | 1.2 | | | | | Y | | |
| H62091 | | 452X2 | 2 | 2 | 1.5 | | | | | Y | | |
| H63A01 | | 452X2 | 2 | 2 | 1.9 | | | | | Y | | |
| H63BF1 | ANT DUAL BAND LOWER | 452X2 | 2 | 3 | 0.5 | | | | | Y | | |
| H63BL1 | R/T1505 AFT TO 1460 | 452X2 | 2 | 72 | 1 | | | | | Y | | |
| H63B01 | COMM SET UHF | 452X2 | 2 | 23 | 1 | | | | | Y | | |
| H63C01 | SYS SEC VOICE COMM | 452X2 | 1 | 7 | 0.5 | | | | | Y | | |
| H63001 | UHF COMMUNICATIONS | 452X2 | 2 | 22 | 0.9 | | | | | Y | | |
| H64AC1 | GROUND INTERCM STA | 452X2 | 2 | 4 | 1 | | | | | Y | | |
| H64AL1 | MESSAGE UNIT VOICE | 452X2 | 2 | 6 | 2.5 | | | | | Y | | |
| H64A01 | INTERCOM SET | 452X2 | 2 | 11 | 1 | | | | | Y | | |
| H64001 | INTERPHONE SYSTEM | 452X2 | 2 | 11 | 1 | | | | | Y | | |
| H65AA1 | RECEIVER TRANSMITTE | 452X2 | 2 | 1 | 2 | | | | Y | Y | | |
| H65A01 | AIR/GROUND IFF SET | 452X2 | 2 | 6 | 1.7 | | | | Y | Y | | |

F-16C BLK 40/42 LCOM TASKS
AGE USAGE WORKSHEET

| LCOM | | | | 500 | | PERCENTAGE AGE USEAGE FOR LCOM TASK | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TASK | TASK DESCRIPTION OR | | | DAY | AVG. | MC-1A | MC-2A | | AM32C-10 | AM32A-10 | MJ-2A | NF-2D |
| NAME | SYSTEM/SUBSYSTEM | AFSC | # | HITS | TIME | COMPRS | COMPRS | N2 CART | AIR CON | PWR GEN | HYDRL | LITE ALL |
| H71A01 | TACAN NAVIGTION SET | 452X2 | 2 | 13 | 1.4 | | | | Y | Y | | |
| H71B01 | INSTRUMENT LAND SET | 452X2 | 2 | 7 | 2.1 | | | | Y | Y | | |
| H71DA1 | RCVR/PROCESSOR GPS | 452X2 | 2 | 16 | 1.3 | | | | Y | Y | | |
| H71D01 | GLOBAL POSNG SYS | 452X2 | 2 | 69 | 1.2 | | | | Y | Y | | |
| H71001 | RADIO NAVIGATION | 452X2 | 2 | 2 | 1 | | | | Y | Y | | |
| H74AN1 | MODULAR LPRF | 452X2 | 2 | 4 | 1 | | | | Y | Y | | |
| H74AQ1 | PROG SIGNL PROCSSR | 452X2 | 2 | 1 | 1 | | | | Y | Y | | |
| H74A01 | FIRE CONT RADAR SET | 452X2 | 2 | 212 | 1.2 | | | | Y | Y | | |
| H74A91 | NOC | 452X2 | 2 | 12 | 1.5 | | | | Y | Y | | |
| H74BG1 | | 455S0 | 2 | 4 | 0.5 | | | | Y | Y | | |
| H74BT1 | PDU DEFRACTIVE HUD | 452X2 | 2 | 12 | 1.5 | | | | Y | Y | | |
| H74BU1 | ELCTRN UN DIFF HUD | 452X2 | 2 | 8 | 1 | | | | Y | Y | | |
| H74BU2 | ELCTRN UN DIFF HUD | 452X4 | 1 | 2 | 1 | | | | Y | Y | | |
| H74B01 | HEAD UP DISPLAY SET | 452X2 | 2 | 39 | 1.1 | | | | Y | Y | | |
| H74B91 | NOC | 452X2 | 2 | 1 | 2 | | | | Y | Y | | |
| H74CE1 | GEN AVIONICS COMPTR | 452X2 | 2 | 2 | 1 | | | | Y | Y | | |
| H74C01 | FIRE CONT COMP SET1 | 452X2 | 2 | 13 | 1.7 | | | | Y | Y | | |
| H74DB1 | BTTRY STRGE INR NAV | 452X2 | 2 | 2 | 1 | | | | Y | Y | | |
| H74DF1 | INERTIAL NAVIGTN UN | 452X2 | 2 | 13 | 1.4 | | | | Y | Y | | |
| H74DG1 | BATTERY INU | 452X2 | 2 | 3 | 1.1 | | | | Y | Y | | |
| H74D01 | INERTIAL NAVIG SET | 452X2 | 2 | 82 | 1.3 | | | | Y | Y | | |
| H74D02 | INERTIAL NAVIG SET | 452X4 | 3 | 3 | 1 | | | | Y | Y | | |
| H74GB1 | RECORDER A-B VD TP | 455S0 | 2 | 68 | 0.8 | | | | Y | Y | | |
| H74GC1 | PANEL AVTR CONTROL | 455S0 | 2 | 8 | 0.9 | | | | Y | Y | | |
| H74G01 | AIRBORN VIDEO SYS | 455S0 | 2 | 77 | 0.9 | | | | Y | Y | | |
| H74HB1 | DATA TRANSFER CRTGE | 452X2 | 2 | 7 | 1 | | | | Y | Y | | |
| H74H01 | DATA TRANSFER EQUIP | 452X2 | 2 | 6 | 1 | | | | Y | Y | | |
| H74JB1 | POWER SUPPLU DED | 452X2 | 2 | 2 | 1 | | | | Y | Y | | |
| H74JL1 | EXP DAT ENT ELCT UN | 452X2 | 2 | 4 | 1 | | | | Y | Y | | |
| H74J01 | DATA ENTRY CP INTFC | 452X2 | 2 | 17 | 0.7 | | | | Y | Y | | |
| H74J91 | NOC | 452X2 | 2 | 1 | 0.5 | | | | Y | Y | | |
| H74KE1 | MONTR AFT SEAT HUD | 455S0 | 2 | 2 | 1 | | | | Y | Y | | |

F-16C BLK 40/42 LCOM TASKS
AGE USAGE WORKSHEET

| LCOM | | | | 500 | | PERCENTAGE AGE USEAGE FOR LCOM TASK | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TASK | TASK DESCRIPTION OR | | | DAY | AVG. | MC-1A | MC-2A | | AM32C-10 | AM32A-10 | MJ-2A | NF-2D |
| NAME | SYSTEM/SUBSYSTEM | AFSC | # | HITS | TIME | COMPRS | COMPRS | N2 CART | AIR CON | PWR GEN | HYDRL | LITE ALL |
| H74K01 | MULTIFCTN DSPLY SET | 452X2 | 2 | 28 | 1.1 | | | | Y | Y | | |
| H74K91 | NOC | 452X2 | 2 | 1 | 1.3 | | | | Y | Y | | |
| H74LA1 | RCVR/XMTR RDR ALT | 452X2 | 2 | 14 | 1.1 | | | | Y | Y | | |
| H74L01 | RADAR ALTIMETER | 452X2 | 2 | 40 | 1.6 | | | | Y | Y | | |
| H74N01 | LNTN TGT AN/AAQ-14 | 452X2 | 2 | 1 | 1 | | | | Y | Y | | |
| H74PH1 | ENVRN CNTL UNIT | 452X4 | 2 | 1 | 1 | | | | Y | Y | | |
| H74PK1 | POWER SUPPLY | 452X2 | 2 | 1 | 1 | | | | Y | Y | | |
| H74P01 | NAVIGATIONAL SET | 452X2 | 2 | 79 | 1.3 | | | | Y | Y | | |
| H74P91 | NOC | 452X2 | 2 | 3 | 1 | | | | Y | Y | | |
| H74W01 | | 452X2 | 2 | 4 | 1 | | | | Y | Y | | |
| H74001 | FIRE CONTROL SYSTEM | 452X2 | 2 | 7 | 2.3 | | | | Y | Y | | |
| H75AA1 | GUN ASSEMBLY 20MM | 462X0 | 3 | 3 | 7.8 | | | | Y | Y | | |
| H75A01 | GUN SYSTEM | 462X0 | 3 | 1 | 1 | | | | Y | Y | | |
| H75A91 | NOC | 462X0 | 3 | 4 | 1 | | | | Y | Y | | |
| H75BA1 | PYLON WING WEAPONS | 462X0 | 3 | 3 | 3.5 | | | | Y | Y | | |
| H75CB1 | LAUNCHER WING TIP | 462X0 | 3 | 72 | 1.1 | | | | Y | Y | | |
| H75CJ1 | DISP BOMB SUU-20B/A | 462X0 | 3 | 15 | 0.5 | | | | Y | Y | | |
| H75CK1 | RACK EJECT TER-9/A | 462X0 | 3 | 5 | 0.5 | | | | Y | Y | | |
| H75CL1 | LAUNCHR MSL LAU-117 | 462X0 | 3 | 8 | 0.5 | | | | Y | Y | | |
| H75CP1 | LNCR MSL UW LAU-129 | 462X0 | 3 | 4 | 1 | | | | Y | Y | | |
| H75DD1 | RMTE INT JET-RL SMS | 462X0 | 3 | 2 | 0.3 | | | | Y | Y | | |
| H75DQ1 | INTFC UNIT ENH CTRL | 462X0 | 2 | 13 | 0.6 | | | | Y | Y | | |
| H75EC1 | MATRIX MASTR ARM/RL | 462X0 | 1 | 1 | 0.1 | | | | Y | Y | | |
| H75J01 | | 452X2 | 2 | 4 | 0.5 | | | | Y | Y | | |
| H75001 | WEAPONS DELIVERY | 452X2 | 2 | 5 | 0.6 | | | | Y | Y | | |
| H75002 | WEAPONS DELIVERY | 462X0 | 3 | 31 | 1.3 | | | | Y | Y | | |
| H76BC1 | BLNKR UNT ADV INTFC | 452X2 | 2 | 5 | 0.8 | | | | Y | Y | | |
| H76B01 | INTRFRNCE BLNKR SET | 452X2 | 2 | 10 | 0.9 | | | | Y | Y | | |
| H76CA1 | CONTROL INDICATOR | 452X2 | 2 | 1 | 1 | | | | Y | Y | | |
| H76CC1 | ADAPTER ASSY ECM PO | 452X2 | 2 | 2 | 0.4 | | | | Y | Y | | |
| H76CE1 | POD ALQ-131 | 452X2 | 2 | 39 | 0.8 | | | | Y | Y | | |
| H76CG1 | SW PADDLE ECM CNSNT | 452X2 | 2 | 2 | 1 | | | | Y | Y | | |

F-16C BLK 40/42 LCOM TASKS
AGE USAGE WORKSHEET

| LCOM | | | | 500 | | PERCENTAGE AGE USEAGE FOR LCOM TASK | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TASK | TASK DESCRIPTION OR | | | DAY | AVG. | MC-1A | MC-2A | | AM32C-10 | AM32A-10 | MJ-2A | NF-2D |
| NAME | SYSTEM/SUBSYSTEM | AFSC | # | HITS | TIME | COMPRS | COMPRS | N2 CART | AIR CON | PWR GEN | HYDRL | LITE ALL |
| H76C01 | ECM POD SET | 452X2 | 2 | 73 | 1 | | | | Y | Y | | |
| H76DA1 | PANEL DISPENSER CON | 452X2 | 1 | 3 | 6.2 | | | | Y | Y | | |
| H76DD1 | DISPNSR CHAFF-FLARE | 452X2 | 2 | 4 | 1.5 | | | | Y | Y | | |
| H76D01 | CHAFF-FLARE DISP ST | 452X2 | 2 | 36 | 1.3 | | | | Y | Y | | |
| H76D02 | CHAFF-FLARE DISP ST | 462X0 | 3 | 3 | 1.5 | | | | Y | Y | | |
| H76EC1 | AZIMUTH INDICATOR | 452X2 | 1 | 2 | 1 | | | | Y | Y | | |
| H76E01 | RAD THREAT WARN SET | 452X2 | 2 | 75 | 1 | | | | Y | Y | | |
| H76W01 | | 452X2 | 2 | 1 | 1 | | | | Y | Y | | |
| H91A01 | KIT ASSY SURVIVAL | 452X4 | 2 | 4 | 0.7 | | | | | | | |
| H97AB1 | DET TRNS 16K0341-18 | 454S2 | 2 | 2 | 0.5 | | | | | | | Y |
| M11AA1 | FRAMES | 452X4 | 2 | 3 | 2 | | | | | | | |
| M11AB1 | RADOME ASSY NOSE | 452X4 | 1 | 3 | 0.3 | | | | | | | |
| M11AD1 | DOOR FWD BAY RH1202 | 452X4 | 2 | 5 | 2.3 | | | | | | | |
| M11AS1 | | 452X4 | 2 | 3 | 0.5 | Y | | | | | | |
| M11A01 | NOSE SECTION | 452X4 | 2 | 3 | 3 | Y | | | | | | |
| M11A91 | NOC | 452X4 | 1 | 20 | 0.7 | | | | | | | |
| M11CB1 | DR LWR STRK LH 2101 | 452X4 | 1 | 12 | 0.7 | | | | | | | |
| M11CD1 | COV LWR INLT ST2301 | 452X4 | 1 | 5 | 1.4 | | | | | | | |
| M11CE1 | COV CN HG RM LH2401 | 452X4 | 1 | 1 | 1 | | | | | | | |
| M11C01 | FWD FUSELAGE SEC | 458S0 | 1 | 2 | 1 | Y | | | | | | |
| M11C91 | NOC | 452X4 | 1 | 2 | 0.7 | | | | | | | |
| M11DA1 | | 452X4 | 2 | 2 | 0.2 | | | | | | | |
| M11DG1 | | 452X4 | 2 | 2 | 1 | | | | | | | |
| M11EA1 | FRAMES | 452X4 | 1 | 2 | 0.3 | | | | | | | |
| M11EA2 | FRAMES | 458S0 | 1 | 4 | 1 | | | | | | | |
| M11EB1 | DR HY SY B R&A 3101 | 452X4 | 1 | 6 | 0.2 | Y | | | | | | |
| M11ED1 | DR ECS CMPT LH 3301 | 452X4 | 1 | 17 | 1.3 | Y | | | | | | |
| M11EE1 | COV AMMO DRUM 3401 | 462X0 | 3 | 3 | 0.8 | | | | | | | |
| M11E91 | NOC | 452X4 | 1 | 8 | 0.4 | | | | | | | |
| M11GA1 | FRAMES | 452X4 | 2 | 4 | 0.5 | Y | | | | | | |
| M11GB1 | DR 7STG BLD CN 4101 | 452X4 | 2 | 1 | 3 | Y | | | | | | |
| M11GD1 | COV ENG ACC LH 4301 | 452X4 | 1 | 18 | 1.1 | | | | | | | |

F-16C BLK 40/42 LCOM TASKS
AGE USAGE WORKSHEET

| LCOM | | | | 500 | | PERCENTAGE AGE USEAGE FOR LCOM TASK | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TASK | TASK DESCRIPTION OR | | | DAY | AVG. | MC-1A | MC-2A | | AM32C-10 | AM32A-10 | MJ-2A | NF-2D |
| NAME | SYSTEM/SUBSYSTEM | AFSC | # | HITS | TIME | COMPRS | COMPRS | N2 CART | AIR CON | PWR GEN | HYDRL | LITE ALL |
| M11GD2 | COV ENG ACC LH 4301 | 458S0 | 1 | 1 | 3 | | | | | | | |
| M11GE1 | COV FLAPRON ACT4401 | 452X4 | 2 | 4 | 1.2 | | | | | | | |
| M11G91 | NOC | 452X4 | 2 | 1 | 0.3 | Y | | | | | | |
| M11J91 | NOC | 452X4 | 1 | 7 | 0.2 | Y | | | | | | |
| M11LA1 | BOX WING LH | 452X4 | 1 | 1 | 0.5 | Y | | | | | | |
| M11LA2 | BOX WING LH | 454S3 | 2 | 1 | 1.5 | Y | | | | | | |
| M11LC1 | SL LLE FLP L-IB5303 | 452X4 | 2 | 3 | 1.1 | | | | | | | |
| M11LE1 | FAIR WR UPR LH 5401 | 454S3 | 3 | 3 | 3 | Y | | | | | | |
| M11LF1 | SL UPR LEF L-IB5407 | 452X4 | 2 | 7 | 0.5 | Y | | | | | | |
| M11L01 | WING ASSY LEFT | 452X4 | 2 | 3 | 1.4 | Y | | | | | | |
| M11L91 | NOC | 452X4 | 1 | 3 | 0.6 | Y | | | | | | |
| M11MA1 | BOX WING RH | 452X4 | 1 | 5 | 0.5 | Y | | | | | | |
| M11MB1 | FAIR WGRT LWR R6302 | 452X4 | 1 | 7 | 1 | Y | | | | | | |
| M11MC1 | SL LLE FLP R-IB6304 | 452X4 | 1 | 11 | 0.7 | | | | | | | |
| M11MF1 | SL UPR LEF R-IB6408 | 452X4 | 1 | 5 | 0.8 | | | | | | | |
| M11M01 | WING ASSY RH | 452X4 | 1 | 3 | 1.8 | Y | | | | | | |
| M11M91 | NOC | 452X4 | 1 | 4 | 0.4 | | | | | | | |
| M11001 | AIRFRAME | 452X4 | 1 | 94 | 0.7 | Y | | | | | | |
| M11002 | AIRFRAME | 452X5 | 2 | 5 | 2.6 | Y | | | | | | |
| M11003 | AIRFRAME | 458S0 | 1 | 34 | 1.1 | Y | | | | | | |
| M11004 | AIRFRAME | 462X0 | 3 | 7 | 1 | Y | | | | | | |
| M11091 | | 452X4 | 1 | 1 | 0.7 | Y | | | | | | |
| M111A1 | | 452X4 | 2 | 3 | 1 | | | | | | | |
| M11191 | | 458S0 | 1 | 4 | 0.7 | | | | | | | |
| M119A1 | | 452X4 | 1 | 3 | 0.5 | | | | | | | |
| M12AA1 | PANEL PILOT INSTRMT | 452X2 | 2 | 1 | 3 | | | | | | | |
| M12AA2 | PANEL PILOT INSTRMT | 452X4 | 1 | 11 | 2 | | | | | | | |
| M12AB1 | PEDESTAL PILOT | 452X4 | 2 | 2 | 1 | Y | | | | | | |
| M12AD1 | CONSOLE ASSY AUX RH | 452X4 | 1 | 1 | 0.1 | | | | | | | |
| M12AE1 | CONSOLE PILOT LH | 452X2 | 2 | 4 | 0.5 | | | | | | | |
| M12AE2 | CONSOLE PILOT LH | 452X4 | 2 | 4 | 4.8 | | | | | | | |
| M12AF1 | CONSOLE ASSY RH | 452X4 | 1 | 2 | 1.3 | Y | | | | | | |

F-16C BLK 40/42 LCOM TASKS
AGE USAGE WORKSHEET

| LCOM | | | | 500 | | PERCENTAGE AGE USEAGE FOR LCOM TASK | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TASK | TASK DESCRIPTION OR | | | DAY | AVG. | MC-1A | MC-2A | | AM32C-10 | AM32A-10 | MJ-2A | NF-2D |
| NAME | SYSTEM/SUBSYSTEM | AFSC | # | HITS | TIME | COMPRS | COMPRS | N2 CART | AIR CON | PWR GEN | HYDRL | LITE ALL |
| M12AG1 | GUIDE ASSY FOOT LH | 452X4 | 2 | 2 | 2 | | | | | | | |
| M12AH1 | STOW PILOT RLF PACK | 452X4 | 1 | 2 | 1 | Y | | | | | | |
| M12A01 | COCKP SUPP STRUCT | 452X4 | 2 | 3 | 1.2 | | | | | | | |
| M12A91 | NOC | 452X2 | 2 | 2 | 1 | | | | | | | |
| M12A92 | NOC | 452X4 | 1 | 6 | 1 | | | | | | | |
| M12BC1 | | 452X4 | 2 | 2 | 1 | | | | | | | |
| M12CA1 | CANOPY ASSY | 452X4 | 1 | 3 | 1.5 | | | | | | | |
| M12CA2 | CANOPY ASSY | 454S2 | 2 | 6 | 3.6 | | | | | | | |
| M12CA3 | CANOPY ASSY | 458S0 | 2 | 3 | 1.2 | | | | | | | |
| M12CC1 | ACTUATOR ASSEMBLY | 454S2 | 3 | 1 | 0.3 | | | | | | | |
| M12CE1 | TRANSPRCY AFT FIXED | 452X4 | 1 | 3 | 3 | | | | | | | |
| M12CF1 | SEAL CPY INFLATABLE | 452X5 | 2 | 1 | 2 | | | | | | | |
| M12CG2 | LEVER CANOPY LOCK | 454S2 | 2 | 1 | 1 | | | | | | | |
| M12C91 | NOC | 452X4 | 2 | 2 | 1 | | | | | | | |
| M12DD1 | ACT SW CODE DSTRCT | 452X2 | 2 | 5 | 2 | | | | | | | |
| M12D91 | NOC | 454S2 | 2 | 5 | 1 | | | | | | | |
| M12EA1 | REEL ASSY PWR INERT | 454S2 | 2 | 4 | 0.7 | | | | | | | |
| M12EE1 | CONTROL PITCH STAB | 454S2 | 2 | 7 | 2.2 | | | | | | | |
| M12EH1 | DROGUE SYSTEM | 454S2 | 2 | 1 | 1 | | | | | | | |
| M12EJ2 | CYL EMER OXYGEN KIT | 454S2 | 2 | 2 | 0.5 | | | | | | | |
| M12E01 | EJECTN SEAT ACES II | 454S2 | 2 | 72 | 2 | | | | | | | |
| M12E02 | EJECTN SEAT ACES II | 458S0 | 1 | 2 | 0.3 | | | | | | | |
| M12E91 | NOC | 452X5 | 2 | 2 | 2.7 | | | | | | | |
| M12001 | CREW STATION SYSTEM | 452X2 | 3 | 4 | 2.8 | | | | | | | |
| M12002 | CREW STATION SYSTEM | 452X4 | 1 | 11 | 2.4 | | | | | | | |
| M12003 | CREW STATION SYSTEM | 452X5 | 2 | 4 | 2 | | | | | | | |
| M12004 | CREW STATION SYSTEM | 454S2 | 2 | 6 | 1.1 | | | | | | | |
| M12091 | | 462X0 | 3 | 1 | 1 | | | | | | | |
| M13AA1 | VALVE MLG SELECTOR | 452X2 | 2 | 1 | 1 | | | | | | Y | |
| M13AB1 | HANDLE ALT LG CONTR | 452X5 | 2 | 2 | 2 | | | | | | Y | |
| M13AC1 | LIGHT LANDING CONF | 452X4 | 2 | 2 | 0.5 | | | | | | Y | |
| M13AL1 | | 452X4 | 2 | 4 | 2 | | | | | | Y | |

F-16C BLK 40/42 LCOM TASKS
AGE USAGE WORKSHEET

| LCOM | | | | 500 | | PERCENTAGE AGE USEAGE FOR LCOM TASK | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TASK | TASK DESCRIPTION OR | | | DAY | AVG. | MC-1A | MC-2A | | AM32C-10 | AM32A-10 | MJ-2A | NF-2D |
| NAME | SYSTEM/SUBSYSTEM | AFSC | # | HITS | TIME | COMPRS | COMPRS | N2 CART | AIR CON | PWR GEN | HYDRL | LITE ALL |
| M13A01 | LANDING GR CONT SYS | 452X2 | 2 | 4 | 2.5 | | | | | | Y | |
| M13A91 | NOC | 452X2 | 2 | 4 | 1 | | | | | | Y | |
| M13A92 | NOC | 452X4 | 1 | 2 | 0.5 | | | | | | Y | |
| M13BH1 | | 452X4 | 1 | 2 | 0.3 | | | | | | Y | |
| M13FA1 | ACTUATR NW STEERING | 452X2 | 2 | 2 | 1 | | | | | Y | Y | Y |
| M13FA2 | ACTUATR NW STEERING | 452X4 | 2 | 6 | 4 | | | | | Y | Y | Y |
| M13FA3 | ACTUATR NW STEERING | 452X5 | 2 | 4 | 1.3 | | | | | Y | Y | Y |
| M13F01 | NOSE WHL STEER SYS | 452X2 | 2 | 4 | 2 | | | | | | | |
| M13F03 | NOSE WHL STEER SYS | 452X5 | 2 | 1 | 1.5 | | | | | | | |
| M13F91 | NOC | 452X2 | 2 | 8 | 1.5 | | | | | Y | Y | Y |
| M13F92 | NOC | 452X4 | 2 | 2 | 1 | | | | | Y | Y | Y |
| M13GA1 | HOOK ARRESTING | 452X4 | 2 | 2 | 0.5 | | | | | | Y | |
| M13GA2 | HOOK ARRESTING | 452X5 | 2 | 1 | 2.3 | | | | | | Y | |
| M13G91 | NOC | 452X2 | 2 | 2 | 2.5 | | | | | | Y | |
| M13G92 | NOC | 452X4 | 1 | 4 | 0.5 | | | | | | Y | |
| M13HA1 | AXLE MLG L/H | 452X4 | 1 | 1 | 0.5 | | | | Y | Y | Y | Y |
| M13HD1 | LIMIT SWITCHES | 452X2 | 2 | 6 | 1.3 | | | | Y | Y | Y | Y |
| M13H91 | NOC | 452X2 | 1 | 1 | 1 | | | | Y | Y | Y | Y |
| M13JA1 | STRUT SHOCK NLG | 452X4 | 1 | 16 | 0.5 | | | | | | Y | |
| M13JB1 | HYD COMPONENTS | 452X4 | 2 | 3 | 1.8 | | | | | | Y | |
| M13JC1 | LIMIT SWITCHES | 452X2 | 3 | 7 | 1.8 | | | | | | Y | |
| M13JC2 | LIMIT SWITCHES | 452X4 | 3 | 4 | 5 | | | | | | Y | |
| M13JC3 | LIMIT SWITCHES | 452X5 | 2 | 3 | 6.5 | | | | | | Y | |
| M13J91 | NOC | 452X4 | 1 | 2 | 2 | | | | | | Y | |
| M13KA1 | MLG WHEEL/TIRE ASSY | 452X4 | 1 | 1 | 0.8 | | | | | | | |
| M13KB1 | NLG WHEEL/TIRE ASSY | 452X4 | 2 | 2 | 0.3 | | | | | | | |
| M13LA1 | VALVE MLG BRAKE CTL | 452X4 | 1 | 3 | 1 | | | | Y | Y | Y | |
| M13LA2 | VALVE MLG BRAKE CTL | 452X5 | 2 | 2 | 2 | | | | Y | Y | Y | |
| M13L01 | BRAKE/SKID CONTROL | 452X4 | 1 | 2 | 0.2 | | | | | | | |
| M13001 | LANDING GEAR SYSTEM | 452X2 | 2 | 3 | 1 | | | | | | Y | |
| M13002 | LANDING GEAR SYSTEM | 452X4 | 2 | 2 | 3.8 | | | | | | Y | |
| M13003 | LANDING GEAR SYSTEM | 452X5 | 2 | 4 | 2 | | | | | | Y | |

F-16C BLK 40/42 LCOM TASKS
AGE USAGE WORKSHEET

| LCOM | | | | 500 | | PERCENTAGE AGE USEAGE FOR LCOM TASK | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TASK | TASK DESCRIPTION OR | | | DAY | AVG. | MC-1A | MC-2A | | AM32C-10 | AM32A-10 | MJ-2A | NF-2D |
| NAME | SYSTEM/SUBSYSTEM | AFSC | # | HITS | TIME | COMPRS | COMPRS | N2 CART | AIR CON | PWR GEN | HYDRL | LITE ALL |
| M13091 | | 452X2 | 2 | 2 | 1 | | | | | | Y | |
| M14AB1 | CONTROLLER STICK | 452X2 | 3 | 1 | 1.5 | | | | Y | Y | | |
| M14AL1 | RECORDER FLCS DATA | 452X2 | 2 | 5 | 1.3 | | | | Y | Y | | |
| M14AP1 | CMPTR DIG FLGT CNTR | 452X2 | 2 | 21 | 2.4 | | | | Y | Y | | |
| M14A01 | PRIM FLT CONT ELECT | 452X2 | 2 | 12 | 1.9 | | | | Y | Y | | |
| M14A02 | PRIM FLT CONT ELECT | 452X4 | 1 | 2 | 1 | | | | Y | Y | | |
| M14A03 | PRIM FLT CONT ELECT | 454S2 | 2 | 3 | 2 | | | | Y | Y | | |
| M14A91 | NOC | 452X2 | 2 | 6 | 2.6 | | | | Y | Y | | |
| M14A92 | NOC | 452X4 | 1 | 2 | 0.7 | | | | Y | Y | | |
| M14BC1 | INTER SERVO ACT FLP | 452X4 | 3 | 4 | 3.3 | | | | Y | Y | Y | |
| M14BD1 | INTG SRVO ACT SP PN | 452X4 | 1 | 2 | 1 | | | | Y | Y | | |
| M14B01 | PRI FLIGHT CONT ACT | 452X4 | 2 | 1 | 1 | | | | Y | Y | | |
| M14CA1 | RUDDER ASSY | 452X4 | 3 | 2 | 7 | | | | Y | Y | | |
| M14CB1 | HORIZ STABILIZER | 452X4 | 3 | 9 | 3.4 | | | | Y | Y | | |
| M14CC1 | FLAPERON ASSY LH | 452X2 | 3 | 1 | 4 | | | | Y | Y | | |
| M14CC2 | FLAPERON ASSY LH | 452X4 | 2 | 7 | 0.8 | | | | Y | Y | | |
| M14C01 | PRI FLT CONT SURF | 452X4 | 1 | 1 | 0.5 | | | | Y | Y | | |
| M14C91 | NOC | 452X4 | 1 | 3 | 0.4 | | | | Y | Y | | |
| M14DA1 | POWER DRIVE UN ASSY | 452X4 | 2 | 4 | 1 | | | | Y | Y | | |
| M14DB1 | VALVE HYD LEF SHTOF | 452X4 | 3 | 1 | 0.5 | | | | Y | Y | | |
| M14DG1 | SEAL UPPER L/H 5433 | 452X4 | 2 | 17 | 1.2 | | | | Y | Y | | |
| M14DH1 | BRK ASSYMETRY LE DR | 452X4 | 1 | 1 | 0.3 | | | | Y | Y | | |
| M14DL1 | LEADING EDGE FLP LH | 452X4 | 1 | 1 | 0.5 | | | | Y | Y | | |
| M14D01 | LEADING EDGE FLAPS | 452X4 | 3 | 4 | 2.4 | | | | Y | Y | | |
| M14E01 | SPEED BRAKES | 452X4 | 2 | 2 | 1.5 | | | | Y | Y | | |
| M14E02 | SPEED BRAKES | 452X5 | 2 | 6 | 3 | | | | Y | Y | | |
| M14FG1 | TUBE PITOT STATIC | 452X2 | 3 | 4 | 1.3 | | | | Y | Y | | |
| M14F01 | AIR DATA | 452X2 | 2 | 9 | 2.5 | | | | Y | Y | | |
| M14F91 | NOC | 452X2 | 2 | 5 | 1.5 | | | | Y | Y | | |
| M14001 | FLIGHT CONTROL SYS | 452X2 | 2 | 21 | 1.7 | | | | Y | Y | | |
| M14002 | FLIGHT CONTROL SYS | 452X4 | 2 | 1 | 1 | | | | Y | Y | | |
| M14003 | FLIGHT CONTROL SYS | 458S0 | 1 | 6 | 1 | | | | Y | Y | | |

F-16C BLK 40/42 LCOM TASKS
AGE USAGE WORKSHEET

| LCOM | | | | 500 | | PERCENTAGE AGE USEAGE FOR LCOM TASK | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TASK | TASK DESCRIPTION OR | | | DAY | AVG. | MC-1A | MC-2A | | AM32C-10 | AM32A-10 | MJ-2A | NF-2D |
| NAME | SYSTEM/SUBSYSTEM | AFSC | # | HITS | TIME | COMPRS | COMPRS | N2 CART | AIR CON | PWR GEN | HYDRL | LITE ALL |
| M14991 | | 452X2 | 2 | 1 | 7.5 | | | | Y | Y | | |
| M21GA1 | | 452X4 | 2 | 2 | 1 | | | | | | | |
| M231B1 | RACK PWR BOOST CTRL | 452X2 | 2 | 2 | 1.5 | | | | | | | |
| M24AB2 | GAS GEN EMER PWR UN | 454S3 | 3 | 3 | 6.1 | | | | | | | |
| M24AD1 | PUMP HYD EMERGENCY | 452X4 | 1 | 3 | 6 | | | | | | | |
| M24A01 | POWER SECTION EPU | 454S3 | 2 | 2 | 2 | | | | | | | |
| M24A91 | NOC | 452X4 | 1 | 2 | 0.2 | | | | | | | |
| M24A92 | NOC | 452X5 | 2 | 3 | 3.3 | | | | | | | |
| M24BA1 | TANK ASSY HYDRAZINE | 452X4 | 1 | 9 | 0.7 | | | | | | | |
| M24BA2 | TANK ASSY HYDRAZINE | 452X5 | 2 | 1 | 1.5 | | | | | | | |
| M24BA3 | TANK ASSY HYDRAZINE | 454S3 | 3 | 2 | 5 | | | | | | | |
| M24BB1 | INDICATOR EPU QUAN | 452X4 | 2 | 1 | 2.5 | | | | | | | |
| M24BE1 | VALVE BA REG SHTFF | 452X5 | 2 | 3 | 4.5 | | | | | | | |
| M24B91 | NOC | 452X4 | 1 | 1 | 1 | | | | | | | |
| M24DA1 | STARTER JET FUEL | 452X4 | 2 | 5 | 0.5 | | | Y | Y | Y | | |
| M24DB1 | FUEL SYSTEM | 452X4 | 2 | 9 | 1.9 | | | | | | | |
| M24DC1 | CONT JET FUEL START | 452X4 | 2 | 3 | 2.3 | | | | | | | |
| M24DD1 | DUCT INLET | 452X4 | 2 | 5 | 1.2 | | | | | | | |
| M24DD2 | DUCT INLET | 458S0 | 2 | 2 | 2 | | | | | | | |
| M24DF1 | EXCITER IGNITION | 452X4 | 2 | 1 | 1 | | | | | Y | | |
| M24D01 | JET FUEL START SYS | 452X4 | 2 | 5 | 1.5 | | | | | | | |
| M24D02 | JET FUEL START SYS | 458S0 | 1 | 6 | 0.8 | | | | | | | |
| M24D91 | NOC | 452X4 | 2 | 2 | 2 | | | | | | | |
| M24D92 | NOC | 458S0 | 1 | 1 | 1 | | | | | | | |
| M24EA1 | GEARBOX ACCESS DR | 452X4 | 2 | 9 | 1.5 | | | Y | Y | Y | Y | |
| M24EB1 | SHAFT POWER TAKEOFF | 452X4 | 3 | 2 | 1.8 | | | | | | | |
| M24EB2 | SHAFT POWER TAKEOFF | 452X4 | 1 | 4 | 1.5 | | | | | | | |
| M24EB2 | SHAFT POWER TAKEOFF | 458S0 | 1 | 4 | 1.5 | | | | | | | |
| M24EB3 | SHAFT POWER TAKEOFF | 458S0 | 1 | 28 | 0.5 | | | | | | | |
| M24EC1 | DRAIN INSTL ADG | 452X4 | 1 | 4 | 2 | | | | Y | Y | | |
| M24GA1 | | 452X4 | 1 | 2 | 1 | | | | | | | |
| M24001 | AUX POWER PLANT JFS | 452X2 | 3 | 1 | 8 | | | | | | | |

F-16C BLK 40/42 LCOM TASKS
AGE USAGE WORKSHEET

| LCOM | | | | 500 | | PERCENTAGE AGE USEAGE FOR LCOM TASK | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TASK | TASK DESCRIPTION OR | | | DAY | AVG. | MC-1A | MC-2A | | AM32C-10 | AM32A-10 | MJ-2A | NF-2D |
| NAME | SYSTEM/SUBSYSTEM | AFSC | # | HITS | TIME | COMPRS | COMPRS | N2 CART | AIR CON | PWR GEN | HYDRL | LITE ALL |
| M24002 | AUX POWER PLANT JFS | 452X4 | 3 | 4 | 1.5 | | | | | | | |
| M24003 | AUX POWER PLANT JFS | 458S0 | 2 | 2 | 2 | | | | | | | |
| M27AG1 | DRIVE COMPNENTS PTO | 458S0 | 1 | 6 | 1.8 | | | | | | | |
| M27A01 | ACCESORY GRBOX ASSY | 452X4 | 3 | 2 | 3 | | | | | | | |
| M27A91 | NOC | 452X4 | 2 | 4 | 2.9 | | | | | | | |
| M27C91 | NOC | 452X4 | 3 | 2 | 4.9 | | | | | | | |
| M27DB1 | | 452X4 | 1 | 2 | 1 | | | | | | | |
| M27EA1 | AUGMENTOR ASSY | 452X4 | 2 | 15 | 2.5 | | | | | | | |
| M27EC1 | EXHAUST NOZZLE ASSY | 452X4 | 2 | 27 | 2 | | | | | | | |
| M27EC2 | EXHAUST NOZZLE ASSY | 454S0 | 2 | 1 | 2 | | | | | | | |
| M27ED1 | XDUCER NOZZLE POSTN | 452X4 | 2 | 2 | 1.5 | | | | | | | |
| M27E01 | AUG/EXH NOZZLE MMA | 452X4 | 3 | 4 | 1.8 | | | | | | | |
| M27GA1 | MAIN FUEL SYSTEM | 452X4 | 1 | 2 | 1.2 | | | | | | | |
| M27GB1 | MNFLD FL FN IGV ACT | 458S0 | 1 | 1 | 1 | | | | | | | |
| M27GJ1 | LUBRICATION SYSTEM | 452X4 | 2 | 7 | 2.5 | | | | | | | |
| M27GM1 | HYDRAULIC SYSTEM | 452X4 | 2 | 10 | 1.5 | | | | | | | |
| M27GP1 | ELECTRICAL SYSTEM | 452X4 | 2 | 56 | 1.8 | | | | | | | |
| M27GS1 | IGNITION SYSTEM | 452X2 | 2 | 2 | 2 | | | | | Y | | |
| M27GS2 | IGNITION SYSTEM | 452X4 | 3 | 10 | 2.3 | | | | | Y | | |
| M27GT1 | AIR/ANTI-ICE SYSTEM | 452X4 | 2 | 3 | 1.7 | | | | | Y | | |
| M27G91 | NOC | 452X4 | 2 | 8 | 1.1 | | | | | | | |
| M27ZA1 | | 452X4 | 2 | 5 | 4 | | | | | | | |
| M27Z01 | TURBOFAN ENGINE LRU | 452X4 | 3 | 9 | 2.6 | | | | | | | |
| M27Z91 | NOC | 452X4 | 1 | 2 | 2 | | | | | | | |
| M27001 | TURBOFAN POWR PLANT | 452X4 | 2 | 19 | 2.7 | | | | | | | |
| M27002 | TURBOFAN POWR PLANT | 458S0 | 1 | 4 | 1 | | | | | | | |
| M27091 | | 452X4 | 2 | 6 | 3 | | | | | | | |
| M271A1 | ENGINE INSTRUMENTS | 452X2 | 2 | 6 | 1 | | | | | | | |
| M271A2 | ENGINE INSTRUMENTS | 452X4 | 3 | 3 | 6 | | | | | | | |
| M271B1 | RACK ASSY CONTROL | 452X2 | 2 | 4 | 2.5 | | | | | | | |
| M271B2 | RACK ASSY CONTROL | 452X4 | 2 | 7 | 3.6 | | | | | | | |
| M271B3 | RACK ASSY CONTROL | 452X5 | 2 | 3 | 3 | | | | | | | |

F-16C BLK 40/42 LCOM TASKS
AGE USAGE WORKSHEET

| LCOM | | | | 500 | | PERCENTAGE AGE USEAGE FOR LCOM TASK | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TASK | TASK DESCRIPTION OR | | | DAY | AVG. | MC-1A | MC-2A | | AM32C-10 | AM32A-10 | MJ-2A | NF-2D |
| NAME | SYSTEM/SUBSYSTEM | AFSC | # | HITS | TIME | COMPRS | COMPRS | N2 CART | AIR CON | PWR GEN | HYDRL | LITE ALL |
| M271B4 | RACK ASSY CONTROL | 458S0 | 2 | 4 | 0.5 | | | | | | | |
| M271D1 | ENGINE MOUNT SYSTEM | 452X4 | 1 | 4 | 2 | | | | | | | |
| M271F1 | ENG INLET ICE DETCT | 452X4 | 1 | 3 | 1.2 | | | | | Y | | |
| M271F2 | ENG INLET ICE DETCT | 458S0 | 1 | 3 | 0.5 | | | | | Y | | |
| M271J1 | ENGINE WARNING SYS | 452X2 | 2 | 2 | 1 | | | | | Y | | |
| M271J2 | ENGINE WARNING SYS | 458S0 | 1 | 4 | 3 | | | | | Y | | |
| M27101 | ENG INST CTRLS AMS | 452X2 | 2 | 3 | 1 | | | | | | | |
| M27102 | ENG INST CTRLS AMS | 452X4 | 1 | 2 | 0.6 | | | | | | | |
| M27191 | NOC | 452X2 | 2 | 2 | 1.5 | | | | | | | |
| M27192 | NOC | 452X5 | 1 | 2 | 2 | | | | | | | |
| M32GD1 | | 452X2 | 2 | 5 | 1 | | | | | | | |
| M41AA1 | VLV B/A REG SHTF 13 | 452X4 | 2 | 8 | 3.5 | | | | | Y | | |
| M41AA2 | VLV B/A REG SHTF 13 | 452X5 | 2 | 8 | 3.6 | | | | | Y | | |
| M41AB1 | TURBINE COOLING | 452X2 | 2 | 1 | 1.5 | | | | | Y | | |
| M41AB2 | TURBINE COOLING | 452X4 | 3 | 6 | 3 | | | | | Y | | |
| M41AB3 | TURBINE COOLING | 452X5 | 2 | 3 | 1 | | | | | Y | | |
| M41AC1 | CONT TEMP CABIN AIR | 452X5 | 2 | 13 | 2.8 | | | | | Y | | |
| M41AD1 | VLV RADAR COOL SHTF | 452X2 | 2 | 5 | 1 | | | | | Y | | |
| M41AD2 | VLV RADAR COOL SHTF | 452X5 | 1 | 1 | 1 | | | | | Y | | |
| M41A01 | AIRCOND SUBSYSTEM | 452X2 | 2 | 10 | 1.1 | | | | | Y | | |
| M41A02 | AIRCOND SUBSYSTEM | 452X4 | 2 | 7 | 5 | | | | | Y | | |
| M41A03 | AIRCOND SUBSYSTEM | 452X5 | 2 | 1 | 1.8 | | | | | Y | | |
| M41A91 | NOC | 452X2 | 2 | 13 | 1.6 | | | | | | | |
| M41A92 | NOC | 452X5 | 2 | 17 | 2 | | | | | | | |
| M41B01 | PRESSURIZATION | 452X5 | 1 | 3 | 1 | | | | Y | Y | | |
| M41B92 | NOC | 452X4 | 2 | 3 | 0.5 | | | | | | | |
| M41B93 | NOC | 452X5 | 2 | 1 | 1 | | | | | | | |
| M41CA1 | VALVE H-A-T CONTROL | 452X5 | 2 | 5 | 3 | | | | Y | Y | | |
| M41C01 | ANTI-ICE RAM AIR | 452X4 | 2 | 2 | 1 | | | | Y | Y | | |
| M41C91 | NOC | 452X4 | 3 | 3 | 1 | | | | Y | Y | | |
| M41001 | ENVIR CONT SYSTEM | 452X2 | 2 | 2 | 2 | | | | | | | |
| M41002 | ENVIR CONT SYSTEM | 452X4 | 1 | 9 | 1 | | | | | | | |

F-16C BLK 40/42 LCOM TASKS
AGE USAGE WORKSHEET

| LCOM | | | | 500 | | PERCENTAGE AGE USEAGE FOR LCOM TASK | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TASK | TASK DESCRIPTION OR | | | DAY | AVG. | MC-1A | MC-2A | | AM32C-10 | AM32A-10 | MJ-2A | NF-2D |
| NAME | SYSTEM/SUBSYSTEM | AFSC | # | HITS | TIME | COMPRS | COMPRS | N2 CART | AIR CON | PWR GEN | HYDRL | LITE ALL |
| M41003 | ENVIR CONT SYSTEM | 452X5 | 2 | 6 | 2.4 | | | | | | | |
| M41091 | | 452X2 | 1 | 2 | 1 | | | | | | | |
| M41092 | | 452X5 | 2 | 3 | 1 | | | | | | | |
| M42AA1 | CONSTANT SPEED DRIV | 452X4 | 1 | 4 | 0.5 | | | | | | | |
| M42AA2 | CONSTANT SPEED DRIV | 452X5 | 2 | 2 | 2 | | | | | | | |
| M42AJ1 | GEN 10 KVA/FLCS PMG | 452X4 | 2 | 2 | 2.5 | | | | | | | |
| M42AN1 | CONVERTER/REGULATOR | 452X2 | 3 | 3 | 3 | | | | | | | |
| M42BF1 | GENERATOR CONT UNIT | 452X4 | 2 | 2 | 1 | | | | | Y | | |
| M42CA1 | PNL ELECT PWR PILOT | 452X4 | 1 | 4 | 0.7 | | | | | Y | | |
| M42D91 | NOC | 452X2 | 2 | 5 | 1 | | | | Y | Y | | |
| M42EA1 | MONITOR EXTNL POWER | 452X4 | 2 | 4 | 1 | | | | | Y | | |
| M42E91 | NOC | 452X5 | 2 | 2 | 2.2 | | | | | Y | | |
| M42GA1 | BATTERY AIRCRAFT | 452S5 | 1 | 1 | 5.5 | | | | | Y | | |
| M42GA1 | BATTERY AIRCRAFT | 452X4 | 1 | 1 | 5.5 | | | | | Y | | |
| M42GA2 | BATTERY AIRCRAFT | 452X2 | 2 | 1 | 1 | | | | | Y | | |
| M42GA3 | BATTERY AIRCRAFT | 452X4 | 2 | 23 | 1.1 | | | | | Y | | |
| M42GA4 | BATTERY AIRCRAFT | 452X5 | 2 | 1 | 1 | | | | | Y | | |
| M42GB1 | CHARGER A/C BATTERY | 452X5 | 2 | 2 | 2 | | | | | Y | | |
| M42GC1 | BATTRERY A/C IN PRF | 452S5 | 1 | 1 | 2.5 | | | | | Y | | |
| M42GC1 | BATTRERY A/C IN PRF | 452X4 | 1 | 1 | 2.5 | | | | | Y | | |
| M42GC2 | BATTRERY A/C IN PRF | 452X4 | 1 | 4 | 1.3 | | | | | Y | | |
| M42GD1 | CONTRL UNIT CHARGER | 452X2 | 2 | 1 | 1 | | | | | Y | | |
| M42G01 | A/C BATTERY SYSTEM | 452X2 | 2 | 4 | 0.5 | | | | | Y | | |
| M42G91 | NOC | 452X5 | 2 | 5 | 1 | | | | Y | Y | | |
| M42HC1 | BATTERY CONTROL RLY | 452X5 | 2 | 1 | 3 | | | | Y | Y | | |
| M42H91 | NOC | 452X4 | 3 | 4 | 7 | | | | Y | Y | | |
| M42001 | ELECT POWER SYSTEM | 452X2 | 2 | 1 | 1.5 | | | | Y | Y | | |
| M42002 | ELECT POWER SYSTEM | 452X4 | 1 | 9 | 0.7 | | | | Y | Y | | |
| M42991 | | 462X0 | 3 | 2 | 1 | | | | Y | Y | | |
| M44AA1 | LIGHT TAXI | 452X4 | 1 | 50 | 0.8 | | | | | Y | | |
| M44AA2 | LIGHT TAXI | 452X4 | 2 | 1 | 3 | | | | | Y | | |
| M44AA2 | LIGHT TAXI | 458S0 | 1 | 1 | 3 | | | | | Y | | |

F-16C BLK 40/42 LCOM TASKS
AGE USAGE WORKSHEET

| LCOM | | | | 500 | | PERCENTAGE AGE USEAGE FOR LCOM TASK | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TASK | TASK DESCRIPTION OR | | | DAY | AVG. | MC-1A | MC-2A | | AM32C-10 | AM32A-10 | MJ-2A | NF-2D |
| NAME | SYSTEM/SUBSYSTEM | AFSC | # | HITS | TIME | COMPRS | COMPRS | N2 CART | AIR CON | PWR GEN | HYDRL | LITE ALL |
| M44AA3 | LIGHT TAXI | 452X5 | 2 | 3 | 1.8 | | | | | Y | | |
| M44AA4 | LIGHT TAXI | 458S0 | 2 | 2 | 2 | | | | | Y | | |
| M44AC1 | PWR SUP ANTI-COL LT | 452X4 | 1 | 5 | 0.5 | | | | | Y | | |
| M44A01 | EXTERIOR LIGHT SYS | 452X4 | 1 | 2 | 1 | | | | | Y | | |
| M44A91 | NOC | 452X4 | 2 | 3 | 0.8 | | | | | Y | | |
| M44BC1 | LIGHT UTILITY | 452X2 | 2 | 5 | 0.8 | | | | | Y | | |
| M44BC2 | LIGHT UTILITY | 452X4 | 2 | 6 | 0.8 | | | | | Y | | |
| M44BD1 | LIGHTS THUNDERSTORM | 452X2 | 2 | 6 | 1 | | | | Y | Y | | |
| M44BD2 | LIGHTS THUNDERSTORM | 452X4 | 1 | 1 | 0.3 | | | | Y | Y | | |
| M44BE1 | SPOTLGT CP INST/MAP | 452X4 | 1 | 2 | 0.4 | | | | | Y | | |
| M44B01 | INTERIOR LIGHT SYS | 452X2 | 2 | 1 | 1 | | | | | Y | | |
| M44B03 | INTERIOR LIGHT SYS | 452X4 | 1 | 1 | 2 | | | | | Y | | |
| M44B03 | INTERIOR LIGHT SYS | 452X5 | 1 | 1 | 2 | | | | | Y | | |
| M44B04 | INTERIOR LIGHT SYS | 452X5 | 2 | 5 | 2 | | | | | Y | | |
| M44B91 | NOC | 452X4 | 1 | 2 | 1 | | | | | Y | | |
| M44B92 | NOC | 452X5 | 2 | 3 | 1.8 | | | | | Y | | |
| M44CA1 | LIGHT MASTR CAUTION | 452X2 | 2 | 2 | 1.5 | | | | | Y | | |
| M44CA2 | LIGHT MASTR CAUTION | 452X4 | 1 | 1 | 0.2 | | | | | Y | | |
| M44CH1 | LIGHT 5 MOD 10 FCTN | 452X2 | 2 | 4 | 2 | | | | | Y | | |
| M44C91 | NOC | 452X2 | 2 | 5 | 2 | | | | | Y | | |
| M44C93 | NOC | 462X0 | 3 | 2 | 1 | | | | | Y | | |
| M44001 | LIGHTING SYSTEM | 452X5 | 2 | 1 | 2 | | | | | Y | | |
| M45AA1 | PUMP HED SY A P1103 | 452X4 | 3 | 10 | 2 | | | Y | Y | Y | Y | |
| M45AC1 | TRANS HYD PRESSURE | 452X4 | 2 | 2 | 1 | | | Y | Y | Y | Y | |
| M45AJ1 | FILTER HYD PRESURE | 452X4 | 1 | 2 | 0.5 | | | Y | Y | Y | Y | |
| M45AK1 | FILTER HYD RETURN | 452X4 | 2 | 3 | 1.8 | | | Y | Y | Y | Y | |
| M45A01 | HYDRAULIC PWR SUPPL | 452X4 | 1 | 2 | 3 | | | Y | Y | Y | Y | |
| M45A91 | NOC | 452X2 | 2 | 3 | 1 | | | Y | Y | Y | Y | |
| M45A92 | NOC | 452X4 | 2 | 9 | 0.8 | | | Y | Y | Y | Y | |
| M45BA1 | RESERVOIR PNEUMATIC | 452X4 | 2 | 6 | 0.6 | | | Y | Y | Y | Y | |
| M45B91 | NOC | 452X4 | 2 | 2 | 2 | | | Y | Y | Y | Y | |
| M45001 | HYD AND PNEU SYSTEM | 452X4 | 2 | 4 | 1 | | | | Y | Y | Y | |

F-16C BLK 40/42 LCOM TASKS
AGE USAGE WORKSHEET

| LCOM | | | | 500 | | PERCENTAGE AGE USEAGE FOR LCOM TASK | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TASK | TASK DESCRIPTION OR | | | DAY | AVG. | MC-1A | MC-2A | | AM32C-10 | AM32A-10 | MJ-2A | NF-2D |
| NAME | SYSTEM/SUBSYSTEM | AFSC | # | HITS | TIME | COMPRS | COMPRS | N2 CART | AIR CON | PWR GEN | HYDRL | LITE ALL |
| M45002 | HYD AND PNEU SYSTEM | 458S0 | 1 | 2 | 0.5 | | | | Y | Y | Y | |
| M46AA1 | VALVE EXT TANK XFR | 452X4 | 3 | 2 | 1 | | | | | | | |
| M46AG1 | VLV PRSS RLF XFR PP | 452X4 | 1 | 2 | 3 | | | | | | | |
| M46BA1 | LAMP AERIAL REFUEL | 452X5 | 2 | 1 | 1 | | | | Y | | | |
| M46BA2 | LAMP AERIAL REFUEL | 454S3 | 2 | 3 | 1 | | | | Y | | | |
| M46CA1 | VLV VNT/PRESS EX TK | 452X5 | 2 | 1 | 1 | Y | | | | | | |
| M46CA2 | VLV VNT/PRESS EX TK | 454S3 | 2 | 7 | 4.2 | Y | | | | | | |
| M46CN1 | RESERVOIR HALON | 452S5 | 2 | 3 | 1.5 | Y | | | | | | |
| M46CN2 | RESERVOIR HALON | 452X4 | 1 | 12 | 1 | Y | | | | | | |
| M46C01 | PRESSURE EXPL SUPPR | 452X4 | 2 | 1 | 7 | Y | | | | | | |
| M46DA1 | TANK WING | 452X2 | 2 | 3 | 0.5 | Y | | | | | | |
| M46DA2 | TANK WING | 452X4 | 2 | 3 | 1.3 | Y | | | | | | |
| M46DA3 | TANK WING | 454S3 | 3 | 23 | 5 | Y | | | | | | |
| M46DB1 | TANK FWD BLADDER F1 | 454S3 | 3 | 4 | 11.7 | | | | | | | |
| M46DE1 | TANK AFT A-1 | 454S3 | 3 | 3 | 8.4 | | | | | | | |
| M46DH1 | VALVE WATER DR FUSE | 452X2 | 2 | 5 | 1 | | | | | | | |
| M46D01 | FUEL TANKS INTERNAL | 454S3 | 2 | 17 | 4.5 | | | | Y | | | |
| M46EA1 | PANEL FUEL CONTROL | 454S3 | 3 | 3 | 4 | | | | | Y | | |
| M46EC1 | TRANSMITTER FUEL FL | 454S3 | 3 | 4 | 10 | | | | | Y | | |
| M46EG1 | CONTROL UNIT FUEL Q | 452X2 | 3 | 1 | 2.5 | | | | | Y | | |
| M46EL1 | XMTR FL QTY F1 TK F | 452X2 | 2 | 3 | 8 | | | | | Y | | |
| M46EL2 | XMTR FL QTY F1 TK F | 452X4 | 2 | 1 | 1 | | | | | Y | | |
| M46EP1 | PNL FUEL PUMP STATS | 452X4 | 1 | 2 | 0.2 | | | | Y | Y | | |
| M46EV1 | LIGHT AERIAL RF IND | 452X5 | 2 | 3 | 1 | | | | | Y | | |
| M46E01 | FUEL INDICATING-CON | 452X2 | 3 | 4 | 3 | | | | | Y | | |
| M46E91 | NOC | 452X5 | 2 | 1 | 0.1 | | | | Y | Y | | |
| M46FA1 | TANK 370 GALLON EXT | 452X4 | 3 | 17 | 2.2 | Y | | | | | | |
| M46FA2 | TANK 370 GALLON EXT | 454S3 | 3 | 7 | 5 | Y | | | | | | |
| M46FB1 | PYLON 370 GAL TANK | 452X4 | 2 | 3 | 0.5 | Y | | | | | | |
| M46FC1 | DISC EXT TK FL WING | 452X4 | 3 | 2 | 2 | Y | | | | | | |
| M46FC2 | DISC EXT TK FL WING | 454S3 | 2 | 2 | 2 | Y | | | | | | |
| M46FD1 | TK 370 GAL EXT PYLN | 452X4 | 2 | 1 | 1 | Y | | | | | | |

F-16C BLK 40/42 LCOM TASKS
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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TASK | TASK DESCRIPTION OR | | | DAY | AVG. | MC-1A | MC-2A | | AM32C-10 | AM32A-10 | MJ-2A | NF-2D |
| NAME | SYSTEM/SUBSYSTEM | AFSC | # | HITS | TIME | COMPRS | COMPRS | N2 CART | AIR CON | PWR GEN | HYDRL | LITE ALL |
| M46FD2 | TK 370 GAL EXT PYLN | 452X4 | 1 | 2 | 1 | Y | | | | | | |
| M46FD2 | TK 370 GAL EXT PYLN | 458S0 | 1 | 2 | 1 | Y | | | | | | |
| M46FD3 | TK 370 GAL EXT PYLN | 454S3 | 3 | 5 | 1.3 | Y | | | | | | |
| M46FE1 | TANK FUEL 300 GAL | 452X4 | 2 | 8 | 1.4 | Y | | | | | | |
| M46FE2 | TANK FUEL 300 GAL | 454S3 | 2 | 3 | 2 | Y | | | | | | |
| M46F01 | FUEL TANKS EXTERNAL | 454S3 | 2 | 1 | 1 | Y | | | | | | |
| M46001 | FUEL SYSTEM | 452X2 | 3 | 8 | 1 | | | | Y | Y | | |
| M46002 | FUEL SYSTEM | 452X4 | 1 | 4 | 2 | | | | Y | Y | | |
| M46003 | FUEL SYSTEM | 454S3 | 3 | 54 | 3.6 | | | | Y | Y | | |
| M46091 | | 452X4 | 1 | 1 | 0.5 | | | | Y | Y | | |
| M47AA1 | CONVERTER LOX 5 LIT | 452X4 | 1 | 1 | 1 | | | | | | | |
| M47AA2 | CONVERTER LOX 5 LIT | 452X5 | 2 | 10 | 1.3 | | | | | | | |
| M47AB1 | SW OXY LO PRES WRNG | 452X4 | 1 | 1 | 0.5 | | | | Y | Y | | |
| M47AB2 | SW OXY LO PRES WRNG | 452X5 | 2 | 2 | 0.1 | | | | Y | Y | | |
| M47AD1 | REGULTOR OXY BRTHNG | 452X2 | 2 | 1 | 2.5 | | | | Y | Y | | |
| M47AE1 | HOSE OXY SPLY M T R | 452X5 | 2 | 4 | 1 | | | | Y | Y | | |
| M47A91 | NOC | 452X2 | 1 | 7 | 0.7 | | | | | | | |
| M47A93 | NOC | 452X5 | 2 | 7 | 0.9 | | | | | | | |
| M47001 | OXYGEN SYSTEM | 452X2 | 2 | 4 | 3.5 | | | | | | | |
| M47002 | OXYGEN SYSTEM | 452X4 | 2 | 4 | 0.4 | | | | | | | |
| M47091 | | 452X4 | 2 | 2 | 1 | | | | | | | |
| M49AA1 | CNTRL ALRM BL LN BR | 452X5 | 2 | 2 | 1 | | | | | | | |
| M49AB1 | EL SENSNG 126 INCH | 452X5 | 3 | 9 | 4.3 | | | | Y | Y | | |
| M49AB2 | EL SENSNG 126 INCH | 458S0 | 1 | 11 | 0.6 | | | | Y | Y | | |
| M49BB1 | EL SEN OVHEAT 71 IN | 452X4 | 1 | 1 | 5 | | | | Y | Y | | |
| M49CN1 | | 452X4 | 1 | 3 | 1 | | | | Y | Y | | |
| M51AA1 | INDICATOR AIRSP MCH | 452X2 | 2 | 3 | 0.5 | | | | | Y | | |
| M51A01 | PRIMARY FLIGHT INST | 452X2 | 3 | 8 | 0.8 | | | | | Y | | |
| M51BA1 | IND HORIZ SITUATION | 452X2 | 2 | 2 | 0.8 | | | | | Y | | |
| M51BC1 | TRANSMTR RATE GYRO | 452X2 | 3 | 4 | 4 | | | | | Y | | |
| M51CA1 | IND ALT CABIN PRESS | 452X4 | 2 | 1 | 3 | | | | | Y | | |
| M51CB1 | CLOCK PILOTS | 452X4 | 1 | 8 | 0.9 | | | | | Y | | |

F-16C BLK 40/42 LCOM TASKS
AGE USAGE WORKSHEET

| LCOM | | | | 500 | | PERCENTAGE AGE USEAGE FOR LCOM TASK | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TASK | TASK DESCRIPTION OR | | | DAY | AVG. | MC-1A | MC-2A | | AM32C-10 | AM32A-10 | MJ-2A | NF-2D |
| NAME | SYSTEM/SUBSYSTEM | AFSC | # | HITS | TIME | COMPRS | COMPRS | N2 CART | AIR CON | PWR GEN | HYDRL | LITE ALL |
| M51CC1 | LIGHT INDEXER AOA | 452X2 | 2 | 4 | 1.3 | | | | | Y | | |
| M51DB1 | COMPASS MAGNETIC | 452X2 | 3 | 6 | 8 | | | | | Y | | |
| M51F01 | AIR DATA SYSTEM | 452X2 | 3 | 7 | 0.5 | | | | | Y | | |
| M51001 | FLIGHT INSTRUMENTS | 452X2 | 2 | 21 | 1 | | | | | Y | | |
| M55AD1 | TRANSMITTER SURFACE | 452X4 | 2 | 11 | 4 | | | | | | | |
| M55AD2 | TRANSMITTER SURFACE | 452X4 | 1 | 1 | 1.5 | | | | | | | |
| M55AD2 | TRANSMITTER SURFACE | 458S0 | 1 | 1 | 1.5 | | | | | | | |
| M55A01 | | 452X2 | 1 | 1 | 0.7 | | | | | | | |
| M55DB1 | SIGNAL ACQUISTN UN | 452X2 | 2 | 7 | 1 | | | | | | | |
| M55D01 | CRASH SURVIVBL FDRS | 452X2 | 3 | 3 | 1 | | | | | | | |
| M55F01 | | 452X2 | 2 | 1 | 2 | | | | | | | |
| M55001 | MALFCT ANLYS REC EQ | 452X2 | 3 | 1 | 2 | | | | | | | |
| M62B01 | STATIC PRECIPITATON | 452X2 | 2 | 3 | 0.5 | | | | | Y | | |
| M62B91 | NOC | 452X2 | 2 | 3 | 1 | | | | | Y | | |
| M62CA1 | | 452X2 | 2 | 2 | 0.7 | | | | | Y | | |
| M62CD1 | RCVR/XMTR VHF RM MT | 452X2 | 2 | 4 | 1 | | | | | Y | | |
| M62C01 | VHF COMM SET | 452X2 | 2 | 8 | 1.7 | | | | | Y | | |
| M62C91 | NOC | 452X2 | 2 | 7 | 1.5 | | | | | Y | | |
| M62001 | VHF COMMUNICATIONS | 452X2 | 2 | 23 | 1.4 | | | | | Y | | |
| M63A01 | | 452X2 | 2 | 4 | 1.5 | | | | | Y | | |
| M63BC2 | PNL ANTI-ICE/ANTSEL | 458S0 | 2 | 3 | 0.3 | | | | | Y | | |
| M63BE1 | ANT DUAL BAND UPPER | 452X2 | 2 | 6 | 1 | | | | | Y | | |
| M63BE2 | ANT DUAL BAND UPPER | 452X4 | 1 | 1 | 1 | | | | | Y | | |
| M63BL1 | R/T1505 AFT TO 1460 | 452X2 | 2 | 105 | 1.3 | | | | | Y | | |
| M63B01 | COMM SET UHF | 452X2 | 2 | 21 | 1.3 | | | | | Y | | |
| M63B91 | NOC | 452X2 | 2 | 2 | 1 | | | | | Y | | |
| M63CB1 | PRCS/ADPTR SEC VOIC | 452X2 | 2 | 24 | 0.8 | | | | | Y | | |
| M63CD1 | MATRIX AUDIO SWTCHG | 452X2 | 2 | 5 | 2 | | | | | Y | | |
| M63CE1 | RELAY RE-978/ARC | 452X2 | 2 | 4 | 1.5 | | | | | Y | | |
| M63C01 | SYS SEC VOICE COMM | 452X2 | 2 | 64 | 0.8 | | | | | Y | | |
| M63C91 | NOC | 452X2 | 2 | 3 | 0.9 | | | | | Y | | |
| M63001 | UHF COMMUNICATIONS | 452X2 | 2 | 52 | 1.4 | | | | | Y | | |

F-16C BLK 40/42 LCOM TASKS
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| LCOM | | | | 500 | | PERCENTAGE AGE USEAGE FOR LCOM TASK | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TASK | TASK DESCRIPTION OR | | | DAY | AVG. | MC-1A | MC-2A | | AM32C-10 | AM32A-10 | MJ-2A | NF-2D |
| NAME | SYSTEM/SUBSYSTEM | AFSC | # | HITS | TIME | COMPRS | COMPRS | N2 CART | AIR CON | PWR GEN | HYDRL | LITE ALL |
| M63631 | | 452X2 | 2 | 1 | 2 | | | | | Y | | |
| M64AC1 | GROUND INTERCM STA | 452X2 | 2 | 2 | 1 | | | | | Y | | |
| M64AD1 | GEN,T/C ENG WARNING | 452X2 | 2 | 4 | 0.8 | | | | | Y | | |
| M64A01 | INTERCOM SET | 452X2 | 2 | 4 | 1 | | | | | Y | | |
| M64A91 | NOC | 452X2 | 3 | 3 | 1.3 | | | | | Y | | |
| M64001 | INTERPHONE SYSTEM | 452X2 | 2 | 8 | 1.9 | | | | | Y | | |
| M65AA1 | RECEIVER TRANSMITTE | 452X2 | 2 | 2 | 1 | | | | Y | Y | | |
| M65AD1 | TRANSPONDER COMPUTR | 452X2 | 2 | 16 | 0.7 | | | | Y | Y | | |
| M65A01 | AIR/GROUND IFF SET | 452X2 | 2 | 14 | 1.3 | | | | Y | Y | | |
| M65A91 | NOC | 452X2 | 2 | 13 | 0.8 | | | | Y | Y | | |
| M69AA1 | PANEL ASSY AUDIO 1 | 452X2 | 2 | 5 | 0.8 | | | | | Y | | |
| M69001 | MISC COMM EQUIP | 452X2 | 3 | 1 | 7.5 | | | | | Y | | |
| M69002 | MISC COMM EQUIP | 452X4 | 3 | 3 | 1.3 | | | | | Y | | |
| M71AA1 | RCVR XMITTER TACAN | 452X2 | 2 | 2 | 0.5 | | | | Y | Y | | |
| M71AE1 | ANTENNA TACAN UPPER | 452X2 | 2 | 11 | 1.3 | | | | Y | Y | | |
| M71AE2 | ANTENNA TACAN UPPER | 452X4 | 2 | 3 | 0.5 | | | | Y | Y | | |
| M71A01 | TACAN NAVIGTION SET | 452X2 | 3 | 3 | 2 | | | | Y | Y | | |
| M71A02 | TACAN NAVIGTION SET | 452X4 | 1 | 2 | 0.5 | | | | Y | Y | | |
| M71DA1 | RCVR/PROCESSOR GPS | 452X2 | 2 | 1 | 1 | | | | Y | Y | | |
| M71DD1 | ANTENNA ELECT UNIT | 452X2 | 2 | 1 | 5.8 | | | | Y | Y | | |
| M71DE1 | | 452X2 | 2 | 1 | 1 | | | | Y | Y | | |
| M71DF1 | | 452X2 | 2 | 1 | 1 | | | | Y | Y | | |
| M71D01 | GLOBAL POSNG SYS | 452X2 | 2 | 73 | 1 | | | | Y | Y | | |
| M71D03 | GLOBAL POSNG SYS | 462X0 | 2 | 1 | 1 | | | | Y | Y | | |
| M71D91 | NOC | 452X2 | 2 | 7 | 1.5 | | | | Y | Y | | |
| M71EA1 | | 452X2 | 2 | 1 | 0.7 | | | | Y | Y | | |
| M71001 | RADIO NAVIGATION | 452X2 | 2 | 2 | 0.5 | | | | Y | Y | | |
| M74AA1 | | 452X2 | 2 | 1 | 1 | | | | Y | Y | | |
| M74AN1 | MODULAR LPRF | 452X2 | 2 | 3 | 1 | | | | Y | Y | | |
| M74AP1 | XMITTER DUAL MODE | 452X2 | 2 | 2 | 1 | | | | Y | Y | | |
| M74AQ1 | PROG SIGNL PROCSSR | 452X2 | 2 | 2 | 1 | | | | Y | Y | | |
| M74AU1 | WAVEGUIDE ASSY | 452X2 | 1 | 2 | 1 | | | | Y | Y | | |

F-16C BLK 40/42 LCOM TASKS
AGE USAGE WORKSHEET

| LCOM | | | | 500 | | PERCENTAGE AGE USEAGE FOR LCOM TASK | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TASK | TASK DESCRIPTION OR | | | DAY | AVG. | MC-1A | MC-2A | | AM32C-10 | AM32A-10 | MJ-2A | NF-2D |
| NAME | SYSTEM/SUBSYSTEM | AFSC | # | HITS | TIME | COMPRS | COMPRS | N2 CART | AIR CON | PWR GEN | HYDRL | LITE ALL |
| M74A01 | FIRE CONT RADAR SET | 452X2 | 2 | 16 | 1.5 | | | | Y | Y | | |
| M74A02 | FIRE CONT RADAR SET | 452X4 | 1 | 1 | 3 | | | | Y | Y | | |
| M74A91 | NOC | 452X2 | 2 | 2 | 0.8 | | | | Y | Y | | |
| M74A92 | NOC | 452X4 | 1 | 3 | 0.5 | | | | Y | Y | | |
| M74BP2 | HUD CONTROL PANEL | 452X4 | 1 | 2 | 0.2 | | | | Y | Y | | |
| M74BT1 | PDU DEFRACTIVE HUD | 452X2 | 2 | 4 | 0.5 | | | | Y | Y | | |
| M74BV1 | GLARESHIELD | 452X2 | 2 | 1 | 0.5 | | | | Y | Y | | |
| M74BV2 | GLARESHIELD | 452X4 | 3 | 2 | 1 | | | | Y | Y | | |
| M74B01 | HEAD UP DISPLAY SET | 452X2 | 2 | 14 | 1.2 | | | | Y | Y | | |
| M74B91 | NOC | 452X2 | 2 | 1 | 1 | | | | Y | Y | | |
| M74CE1 | GEN AVIONICS COMPTR | 452X2 | 2 | 5 | 1 | | | | Y | Y | | |
| M74C01 | FIRE CONT COMP SET1 | 452X2 | 2 | 13 | 1.6 | | | | Y | Y | | |
| M74DA1 | INERTIAL NAVIG UNIT | 452X2 | 2 | 2 | 1 | | | | Y | Y | | |
| M74DF1 | INERTIAL NAVIGTN UN | 452X2 | 2 | 10 | 1.5 | | | | Y | Y | | |
| M74D01 | INERTIAL NAVIG SET | 452X2 | 2 | 53 | 1.6 | | | | Y | Y | | |
| M74G01 | AIRBORN VIDEO SYS | 452X2 | 2 | 2 | 1.3 | | | | Y | Y | | |
| M74G02 | AIRBORN VIDEO SYS | 455S0 | 2 | 5 | 22.3 | | | | Y | Y | | |
| M74H01 | DATA TRANSFER EQUIP | 452X2 | 2 | 5 | 1 | | | | Y | Y | | |
| M74H91 | NOC | 452X2 | 2 | 1 | 2 | | | | Y | Y | | |
| M74JE1 | BATTERY DEEU | 452X2 | 2 | 6 | 1 | | | | Y | Y | | |
| M74JL1 | EXP DAT ENT ELCT UN | 452X2 | 2 | 3 | 1 | | | | Y | Y | | |
| M74J01 | DATA ENTRY CP INTFC | 452X2 | 2 | 24 | 1 | | | | Y | Y | | |
| M74J91 | NOC | 452X2 | 2 | 7 | 1 | | | | Y | Y | | |
| M74K01 | MULTIFCTN DSPLY SET | 452X2 | 3 | 9 | 13 | | | | Y | Y | | |
| M74K02 | MULTIFCTN DSPLY SET | 452X4 | 2 | 2 | 1 | | | | Y | Y | | |
| M74K91 | NOC | 452X2 | 2 | 3 | 1 | | | | Y | Y | | |
| M74LA1 | RCVR/XMTR RDR ALT | 452X2 | 3 | 3 | 1.6 | | | | Y | Y | | |
| M74LE1 | CONVERTER SGNL DATA | 452X2 | 2 | 2 | 1 | | | | Y | Y | | |
| M74L01 | RADAR ALTIMETER | 452X2 | 2 | 5 | 1 | | | | Y | Y | | |
| M74L91 | NOC | 452X2 | 2 | 5 | 0.5 | | | | Y | Y | | |
| M74N01 | LNTN TGT AN/AAQ-14 | 452X2 | 2 | 2 | 8 | | | | Y | Y | | |
| M74PB1 | TRANSMITTER ASSY | 452X2 | 2 | 1 | 4 | | | | Y | Y | | |

F-16C BLK 40/42 LCOM TASKS
AGE USAGE WORKSHEET

| LCOM | | | | 500 | | PERCENTAGE AGE USEAGE FOR LCOM TASK | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TASK | TASK DESCRIPTION OR | | | DAY | AVG. | MC-1A | MC-2A | | AM32C-10 | AM32A-10 | MJ-2A | NF-2D |
| NAME | SYSTEM/SUBSYSTEM | AFSC | # | HITS | TIME | COMPRS | COMPRS | N2 CART | AIR CON | PWR GEN | HYDRL | LITE ALL |
| M74PF1 | WAVEGUID PRESS UNIT | 452X2 | 2 | 4 | 1 | | | | Y | Y | | |
| M74P01 | NAVIGATIONAL SET | 452X2 | 2 | 10 | 2.5 | | | | Y | Y | | |
| M74P91 | NOC | 452X2 | 3 | 1 | 8 | | | | Y | Y | | |
| M74Z01 | MUX BUSSES | 452X2 | 3 | 4 | 6.5 | | | | Y | Y | | |
| M74Z91 | NOC | 452X2 | 2 | 4 | 0.5 | | | | Y | Y | | |
| M74001 | FIRE CONTROL SYSTEM | 452X2 | 3 | 3 | 7 | | | | Y | Y | | |
| M74091 | | 452X2 | 2 | 2 | 7 | | | | Y | Y | | |
| M75AA2 | GUN ASSEMBLY 20MM | 462X0 | 3 | 5 | 1.3 | | | | Y | Y | | |
| M75AB1 | DRUM ASSY AMMO | 462X0 | 3 | 1 | 1 | | | | Y | Y | | |
| M75A01 | GUN SYSTEM | 452X4 | 2 | 3 | 1 | | | | Y | Y | | |
| M75A02 | GUN SYSTEM | 462X0 | 3 | 21 | 1.3 | | | | Y | Y | | |
| M75A91 | NOC | 462X0 | 3 | 8 | 2.2 | | | | Y | Y | | |
| M75BA2 | PYLON WING WEAPONS | 462S0 | 1 | 4 | 0.5 | | | | Y | Y | | |
| M75BA3 | PYLON WING WEAPONS | 462X0 | 3 | 2 | 2.3 | | | | Y | Y | | |
| M75BB1 | PYLON CENTERLINE | 462S0 | 1 | 1 | 2 | | | | Y | Y | | |
| M75BB2 | PYLON CENTERLINE | 462X0 | 3 | 1 | 0.5 | | | | Y | Y | | |
| M75CA1 | LAUNCHER UNDERWING | 462X0 | 3 | 3 | 1 | | | | Y | Y | | |
| M75CB2 | LAUNCHER WING TIP | 462X0 | 3 | 74 | 1 | | | | Y | Y | | |
| M75CJ2 | DISP BOMB SUU-20B/A | 462X0 | 3 | 45 | 0.9 | | | | Y | Y | | |
| M75CK1 | RACK EJECT TER-9/A | 462S0 | 1 | 2 | 3 | | | | Y | Y | | |
| M75CK2 | RACK EJECT TER-9/A | 462X0 | 3 | 8 | 1 | | | | Y | Y | | |
| M75CP1 | LNCR MSL UW LAU-129 | 462S0 | 1 | 3 | 1 | | | | Y | Y | | |
| M75CP2 | LNCR MSL UW LAU-129 | 462X0 | 3 | 17 | 0.8 | | | | Y | Y | | |
| M75C01 | WEAPON RACK SYSTEM | 452X4 | 2 | 2 | 0.1 | | | | Y | Y | | |
| M75C02 | WEAPON RACK SYSTEM | 462X0 | 3 | 10 | 0.6 | | | | Y | Y | | |
| M75C91 | NOC | 462X0 | 3 | 9 | 1 | | | | Y | Y | | |
| M75DC1 | | 462X0 | 2 | 4 | 0.7 | | | | Y | Y | | |
| M75DD1 | RMTE INT JET-RL SMS | 462X0 | 3 | 5 | 2 | | | | Y | Y | | |
| M75DQ1 | INTFC UNIT ENH CTRL | 462X0 | 3 | 6 | 2.3 | | | | Y | Y | | |
| M75D01 | STORES MGT SYSTEM | 462X0 | 3 | 3 | 2.2 | | | | Y | Y | | |
| M75EL1 | MTX WG STR 1&9 A908 | 462X0 | 3 | 2 | 2 | | | | Y | Y | | |
| M75001 | WEAPONS DELIVERY | 452X4 | 3 | 3 | 0.5 | | | | Y | Y | | |

F-16C BLK 40/42 LCOM TASKS
AGE USAGE WORKSHEET

| LCOM | | | | 500 | | PERCENTAGE AGE USEAGE FOR LCOM TASK | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TASK | TASK DESCRIPTION OR | | | DAY | AVG. | MC-1A | MC-2A | | AM32C-10 | AM32A-10 | MJ-2A | NF-2D |
| NAME | SYSTEM/SUBSYSTEM | AFSC | # | HITS | TIME | COMPRS | COMPRS | N2 CART | AIR CON | PWR GEN | HYDRL | LITE ALL |
| M75002 | WEAPONS DELIVERY | 462X0 | 3 | 62 | 0.8 | | | | Y | Y | | |
| M76BC1 | BLNKR UNT ADV INTFC | 452X2 | 2 | 24 | 1.3 | | | | Y | Y | | |
| M76B01 | INTRFRNCE BLNKR SET | 452X2 | 2 | 8 | 0.9 | | | | Y | Y | | |
| M76CA1 | CONTROL INDICATOR | 452X2 | 2 | 14 | 0.9 | | | | Y | Y | | |
| M76CC1 | ADAPTER ASSY ECM PO | 452X2 | 2 | 7 | 1.1 | | | | Y | Y | | |
| M76CE1 | POD ALQ-131 | 452X2 | 2 | 31 | 1.1 | | | | Y | Y | | |
| M76CE2 | POD ALQ-131 | 452X2 | 1 | 1 | 0.7 | | | | Y | Y | | |
| M76CE2 | POD ALQ-131 | 456S1 | 1 | 1 | 0.7 | | | | Y | Y | | |
| M76CN1 | POD,QRC-80-01(V) | 452X2 | 1 | 4 | 0.5 | | | | Y | Y | | |
| M76C01 | ECM POD SET | 452X2 | 2 | 68 | 1.2 | | | | Y | Y | | |
| M76C91 | NOC | 452X2 | 2 | 13 | 1.1 | | | | Y | Y | | |
| M76DA1 | PANEL DISPENSER CON | 452X2 | 2 | 4 | 4.3 | | | | Y | Y | | |
| M76DC1 | SEQUENCE SWITCH | 452X2 | 3 | 4 | 0.7 | | | | Y | Y | | |
| M76DD1 | DISPNSR CHAFF-FLARE | 452X2 | 3 | 14 | 0.8 | | | | Y | Y | | |
| M76DE1 | EMI FILTER | 452X2 | 2 | 25 | 1.2 | | | | Y | Y | | |
| M76DF1 | SWITCH INITIATING | 452X2 | 2 | 3 | 1 | | | | Y | Y | | |
| M76DH1 | CHAFF PAYLOAD MODUL | 452X2 | 2 | 5 | 1.7 | | | | Y | Y | | |
| M76DJ1 | DSPNSR CHAF-FLR -38 | 452X2 | 2 | 6 | 0.8 | | | | Y | Y | | |
| M76D01 | CHAFF-FLARE DISP ST | 452X2 | 2 | 59 | 1 | | | | Y | Y | | |
| M76D02 | CHAFF-FLARE DISP ST | 462X0 | 3 | 1 | 0.3 | | | | Y | Y | | |
| M76D91 | NOC | 452X2 | 2 | 4 | 0.6 | | | | Y | Y | | |
| M76EA1 | INDICATOR CONT PRIM | 452X2 | 2 | 2 | 0.5 | | | | Y | Y | | |
| M76EG1 | SIGNAL PROCESSER | 452X2 | 2 | 7 | 1.5 | | | | Y | Y | | |
| M76E01 | RAD THREAT WARN SET | 452X2 | 2 | 21 | 1 | | | | Y | Y | | |
| M76W01 | | 452X2 | 2 | 8 | 0.7 | | | | Y | Y | | |
| M76W02 | | 456S1 | 2 | 5 | 21.2 | | | | Y | Y | | |
| M77001 | | 452X4 | 2 | 3 | 2.2 | | | | | | | |
| M91A01 | KIT ASSY SURVIVAL | 452X4 | 2 | 8 | 0.1 | | | | | | | |
| M96BA1 | STOWAGE LOOSE EQUIP | 452X4 | 1 | 5 | 0.4 | | | | | | | |
| M96BA2 | STOWAGE LOOSE EQUIP | 458S2 | 1 | 2 | 0.5 | | | | | | | |
| R11AA1 | FRAMES | 452X4 | 1 | 1 | 0.5 | | | | | | | |
| R11AB1 | RADOME ASSY NOSE | 452X2 | 3 | 2 | 8.6 | | | | | | | |

F-16C BLK 40/42 LCOM TASKS
AGE USAGE WORKSHEET

| LCOM | | | | 500 | | PERCENTAGE AGE USEAGE FOR LCOM TASK | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TASK | TASK DESCRIPTION OR | | | DAY | AVG. | MC-1A | MC-2A | | AM32C-10 | AM32A-10 | MJ-2A | NF-2D |
| NAME | SYSTEM/SUBSYSTEM | AFSC | # | HITS | TIME | COMPRS | COMPRS | N2 CART | AIR CON | PWR GEN | HYDRL | LITE ALL |
| R11AB2 | RADOME ASSY NOSE | 452X4 | 3 | 2 | 4.3 | | | | | | | |
| R11AD1 | DOOR FWD BAY RH1202 | 452X4 | 2 | 6 | 0.6 | | | | | | | |
| R11A92 | NOC | 452X4 | 2 | 10 | 3.4 | | | | | | | |
| R11BD1 | | 452X4 | 2 | 3 | 0.8 | | | | | | | |
| R11B91 | | 452X4 | 1 | 5 | 0.5 | | | | | | | |
| R11CB1 | DR LWR STRK LH 2101 | 452X4 | 1 | 13 | 1.3 | | | | | | | |
| R11CD1 | COV LWR INLT ST2301 | 452X4 | 2 | 4 | 0.7 | | | | | | | |
| R11CE1 | COV CN HG RM LH2401 | 452X4 | 1 | 7 | 1.9 | | | | | | | |
| R11C91 | NOC | 452X4 | 2 | 12 | 0.8 | | | | | | | |
| R11EA1 | FRAMES | 452X4 | 1 | 1 | 2 | | | | | | | |
| R11EA2 | FRAMES | 458S2 | 1 | 1 | 0.7 | | | | | | | |
| R11EE1 | COV AMMO DRUM 3401 | 452X4 | 3 | 2 | 1.4 | | | | | | | |
| R11EE2 | COV AMMO DRUM 3401 | 462X0 | 2 | 2 | 1 | | | | | | | |
| R11E91 | NOC | 452X4 | 1 | 6 | 0.8 | | | | | | | |
| R11FE1 | | 452X4 | 1 | 1 | 1 | | | | | | | |
| R11GD1 | COV ENG ACC LH 4301 | 452X4 | 1 | 41 | 1.3 | | | | | | | |
| R11GE1 | COV FLAPRON ACT4401 | 452X4 | 2 | 7 | 2 | | | | | | | |
| R11JB1 | FAIR FWD LH LO 4431 | 452X4 | 1 | 4 | 0.4 | | | | | | | |
| R11LC1 | SL LLE FLP L-IB5303 | 452X4 | 1 | 21 | 1.6 | | | | | | | |
| R11LD1 | FAIR LWR FLAPRN5305 | 452X4 | 3 | 3 | 0.5 | | | | | | | |
| R11MC1 | SL LLE FLP R-IB6304 | 452X4 | 2 | 9 | 1.4 | | | | | | | |
| R11MF1 | SL UPR LEF R-IB6408 | 452X4 | 2 | 9 | 1.6 | | | | | | | |
| R11M91 | NOC | 452X4 | 1 | 12 | 0.7 | | | | | | | |
| R12AA1 | PANEL PILOT INSTRMT | 452X2 | 3 | 1 | 3 | | | | | | | |
| R12AA2 | PANEL PILOT INSTRMT | 452X4 | 2 | 4 | 1.8 | | | | | | | |
| R12AD1 | CONSOLE ASSY AUX RH | 452X4 | 2 | 5 | 1 | | | | | | | |
| R12AE1 | CONSOLE PILOT LH | 452X2 | 2 | 2 | 1 | | | | | | | |
| R12AG1 | GUIDE ASSY FOOT LH | 452X4 | 3 | 4 | 1.4 | | | | | | | |
| R12A01 | COCKP SUPP STRUCT | 452X4 | 3 | 3 | 4.5 | | | | | | | |
| R12A91 | NOC | 452X4 | 3 | 4 | 1 | | | | | | | |
| R12BC1 | | 452X4 | 1 | 4 | 1 | | | | | | | |
| R12CA1 | CANOPY ASSY | 452X4 | 3 | 5 | 6 | | | | | | | |

## F-16C BLK 40/42 LCOM TASKS
## AGE USAGE WORKSHEET

| LCOM | | | | 500 | | PERCENTAGE AGE USEAGE FOR LCOM TASK | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TASK | TASK DESCRIPTION OR | | | DAY | AVG. | MC-1A | MC-2A | | AM32C-10 | AM32A-10 | MJ-2A | NF-2D |
| NAME | SYSTEM/SUBSYSTEM | AFSC | # | HITS | TIME | COMPRS | COMPRS | N2 CART | AIR CON | PWR GEN | HYDRL | LITE ALL |
| R12CA2 | CANOPY ASSY | 454S2 | 2 | 21 | 4.4 | | | | | | | |
| R12CB1 | GEARBOX CNPY MNL DR | 452X4 | 2 | 5 | 0.7 | | | | | | | |
| R12CC1 | ACTUATOR ASSEMBLY | 452X5 | 1 | 4 | 1 | | | | | | | |
| R12CC2 | ACTUATOR ASSEMBLY | 454S2 | 2 | 3 | 3.4 | | | | | | | |
| R12CE1 | TRANSPRCY AFT FIXED | 452X4 | 2 | 6 | 5.3 | | | | | | | |
| R12CF1 | SEAL CPY INFLATABLE | 452X2 | 2 | 6 | 1 | | | | | | | |
| R12C01 | CANOPY SUB SYSTEM | 452X4 | 1 | 3 | 7.2 | | | | | | | |
| R12C02 | CANOPY SUB SYSTEM | 452X5 | 1 | 4 | 2 | | | | | | | |
| R12C91 | NOC | 452X4 | 1 | 1 | 0.5 | | | | | | | |
| R12C92 | NOC | 452X5 | 2 | 4 | 2 | | | | | | | |
| R12EA1 | REEL ASSY PWR INERT | 454S2 | 2 | 5 | 3 | | | | | | | |
| R12EC1 | HARNESS REC/SLG REL | 454S2 | 2 | 6 | 4.5 | | | | | | | |
| R12EG1 | PARACHUTE ASSY | 452X4 | 2 | 5 | 0.8 | | | | | | | |
| R12EJ1 | CYL EMER OXYGEN KIT | 452X4 | 2 | 1 | 0.3 | | | | | | | |
| R12Z91 | NOC | 454S2 | 2 | 6 | 1 | | | | | | | |
| R12091 | | 452X4 | 1 | 3 | 2 | | | | | | | |
| R13AA1 | VALVE MLG SELECTOR | 452X2 | 2 | 4 | 1.3 | | | | | | Y | |
| R13AA2 | VALVE MLG SELECTOR | 452X4 | 3 | 8 | 4.5 | | | | | | Y | |
| R13AA3 | VALVE MLG SELECTOR | 452X5 | 2 | 11 | 2.9 | | | | | | Y | |
| R13AC1 | LIGHT LANDING CONF | 452X2 | 2 | 2 | 7 | | | | | | Y | |
| R13AC1 | LIGHT LANDING CONF | 452X5 | 2 | 2 | 7 | | | | | | Y | |
| R13AD1 | | 452X2 | 2 | 1 | 2 | | | | | | Y | |
| R13A91 | NOC | 452X4 | 2 | 5 | 1.7 | | | | | | Y | |
| R13C91 | NOC | 452X4 | 2 | 2 | 1 | | | | | | | |
| R13DB1 | NLG WHEEL&TIRE ASSY | 452X4 | 2 | 2 | 2 | | | | | | | |
| R13FA1 | ACTUATR NW STEERING | 452X2 | 2 | 3 | 1 | | | | | Y | Y | Y |
| R13FA2 | ACTUATR NW STEERING | 452X4 | 1 | 13 | 1.7 | | | | | Y | Y | Y |
| R13FA3 | ACTUATR NW STEERING | 452X4 | 1 | 1 | 8 | | | | | Y | Y | Y |
| R13FA3 | ACTUATR NW STEERING | 454S4 | 1 | 1 | 8 | | | | | Y | Y | Y |
| R13FA4 | ACTUATR NW STEERING | 452X5 | 2 | 10 | 3.3 | | | | | Y | Y | Y |
| R13FU1 | | 452X4 | 1 | 4 | 1.5 | | | | | Y | Y | Y |
| R13F91 | NOC | 452X2 | 2 | 3 | 1 | | | | | Y | Y | Y |

F-16C BLK 40/42 LCOM TASKS
AGE USAGE WORKSHEET

| LCOM | | | | 500 | | PERCENTAGE AGE USEAGE FOR LCOM TASK | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TASK | TASK DESCRIPTION OR | | | DAY | AVG. | MC-1A | MC-2A | | AM32C-10 | AM32A-10 | MJ-2A | NF-2D |
| NAME | SYSTEM/SUBSYSTEM | AFSC | # | HITS | TIME | COMPRS | COMPRS | N2 CART | AIR CON | PWR GEN | HYDRL | LITE ALL |
| R13F92 | NOC | 452X4 | 1 | 4 | 0.7 | | | | | Y | Y | Y |
| R13HA1 | AXLE MLG L/H | 452X4 | 3 | 7 | 2.7 | | | | Y | Y | Y | Y |
| R13HA2 | AXLE MLG L/H | 452X4 | 2 | 4 | 1 | | | | Y | Y | Y | Y |
| R13HA2 | AXLE MLG L/H | 458S2 | 2 | 4 | 1 | | | | Y | Y | Y | Y |
| R13HB1 | LINK MLG DWNLCK L/H | 452X4 | 2 | 8 | 3.3 | | | | Y | Y | Y | Y |
| R13HC1 | HYD COMPONENTS | 452X4 | 1 | 6 | 1.8 | | | | Y | Y | Y | Y |
| R13HD1 | LIMIT SWITCHES | 452X2 | 2 | 3 | 1 | | | | Y | Y | Y | Y |
| R13HD3 | LIMIT SWITCHES | 452X5 | 2 | 1 | 4 | | | | Y | Y | Y | Y |
| R13H91 | NOC | 452X4 | 2 | 3 | 1.1 | | | | Y | Y | Y | Y |
| R13JA1 | STRUT SHOCK NLG | 452X4 | 2 | 7 | 3.5 | | | | | | Y | |
| R13JB1 | HYD COMPONENTS | 452X4 | 1 | 9 | 3.5 | | | | | | Y | |
| R13JC1 | LIMIT SWITCHES | 452X2 | 2 | 3 | 4.6 | | | | | | Y | |
| R13JC2 | LIMIT SWITCHES | 452X4 | 2 | 2 | 6 | | | | | | Y | |
| R13JC3 | LIMIT SWITCHES | 452X5 | 2 | 4 | 4 | | | | | | Y | |
| R13J91 | NOC | 452X4 | 1 | 1 | 0.5 | | | | | | Y | |
| R13KA1 | MLG WHEEL/TIRE ASSY | 452X4 | 2 | 15 | 1.1 | | | | | | | |
| R13KB1 | NLG WHEEL/TIRE ASSY | 452X4 | 2 | 8 | 1 | | | | | | | |
| R13LA1 | VALVE MLG BRAKE CTL | 452X2 | 2 | 3 | 1 | | | | Y | Y | Y | |
| R13LA2 | VALVE MLG BRAKE CTL | 452X4 | 2 | 116 | 2.3 | | | | Y | Y | Y | |
| R13LA3 | VALVE MLG BRAKE CTL | 452X5 | 2 | 9 | 4.8 | | | | Y | Y | Y | |
| R13LE1 | | 452X4 | 2 | 2 | 1 | | | | Y | Y | Y | |
| R13L01 | BRAKE/SKID CONTROL | 452X4 | 1 | 13 | 1.4 | | | | Y | Y | Y | |
| R13L91 | NOC | 452X4 | 3 | 1 | 2.6 | | | | Y | Y | Y | |
| R14AA1 | COMPUTER FLGHT CONT | 452X4 | 1 | 1 | 1 | | | | Y | Y | | |
| R14AB1 | CONTROLLER STICK | 452X2 | 2 | 13 | 2.7 | | | | Y | Y | | |
| R14AB2 | CONTROLLER STICK | 462X0 | 2 | 2 | 4 | | | | Y | Y | | |
| R14AC1 | LINK RUDD PLT CONT | 452X4 | 3 | 1 | 1.8 | | | | Y | Y | | |
| R14AE1 | PANEL MANUAL TRIM | 452X2 | 2 | 15 | 1.2 | | | | Y | Y | | |
| R14AF1 | ACCEL NORM LATERAL | 452X2 | 3 | 4 | 4 | | | | Y | Y | | |
| R14AG1 | RATE GYRO FLT CNTRL | 452X2 | 3 | 2 | 7 | | | | Y | Y | | |
| R14AL1 | RECORDER FLCS DATA | 452X2 | 2 | 5 | 1.5 | | | | Y | Y | | |
| R14AP1 | CMPTR DIG FLGT CNTR | 452X2 | 2 | 198 | 2 | | | | Y | Y | | |

F-16C BLK 40/42 LCOM TASKS
AGE USAGE WORKSHEET

| LCOM | | | | 500 | | PERCENTAGE AGE USEAGE FOR LCOM TASK | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TASK | TASK DESCRIPTION OR | | | DAY | AVG. | MC-1A | MC-2A | | AM32C-10 | AM32A-10 | MJ-2A | NF-2D |
| NAME | SYSTEM/SUBSYSTEM | AFSC | # | HITS | TIME | COMPRS | COMPRS | N2 CART | AIR CON | PWR GEN | HYDRL | LITE ALL |
| R14AP2 | CMPTR DIG FLGT CNTR | 452X4 | 2 | 2 | 3 | | | | Y | Y | | |
| R14AQ1 | PANEL DIG FLGT CTRL | 452X2 | 3 | 2 | 3 | | | | Y | Y | | |
| R14A91 | NOC | 452X2 | 2 | 7 | 2.3 | | | | Y | Y | | |
| R14BA1 | INT SERVO ACT RUDD | 452X4 | 3 | 7 | 4.5 | | | | Y | Y | | |
| R14BB2 | INTG SRVO ACT HR TL | 452X4 | 2 | 5 | 7.8 | | | | Y | Y | Y | |
| R14BC1 | INTER SERVO ACT FLP | 452X4 | 3 | 1 | 5.1 | | | | Y | Y | Y | |
| R14BD1 | INTG SRVO ACT SP PN | 452X4 | 2 | 1 | 3 | | | | Y | Y | | |
| R14B91 | NOC | 452X4 | 2 | 2 | 2 | | | | Y | Y | | |
| R14CB1 | HORIZ STABILIZER | 452X4 | 2 | 5 | 1.5 | | | | Y | Y | | |
| R14CC1 | FLAPERON ASSY LH | 452X4 | 3 | 17 | 3.6 | | | | Y | Y | | |
| R14C91 | NOC | 452X4 | 2 | 6 | 0.8 | | | | Y | Y | | |
| R14DG1 | SEAL UPPER L/H 5433 | 452X4 | 2 | 55 | 1.4 | | | | Y | Y | | |
| R14D91 | NOC | 452X4 | 3 | 9 | 1 | | | | Y | Y | | |
| R14ED1 | SPEEDBRAKE LWR SRFC | 452X4 | 3 | 6 | 5 | | | | Y | Y | | |
| R14EF1 | IND SPEED BRAKE | 452X5 | 2 | 5 | 1.5 | | | | Y | Y | | |
| R14E01 | SPEED BRAKES | 452X4 | 1 | 2 | 1.5 | | | | Y | Y | | |
| R14E91 | NOC | 452X4 | 3 | 3 | 1 | | | | Y | Y | | |
| R14FC1 | PNEU SENSOR ASSY | 452X2 | 2 | 7 | 1 | | | | Y | Y | | |
| R14FE1 | MONITOR PROBE HEATR | 452X2 | 2 | 5 | 1.3 | | | | Y | Y | | |
| R14FF1 | TUBE AIR DATA | 452X2 | 2 | 2 | 2 | | | | Y | Y | | |
| R14FG1 | TUBE PITOT STATIC | 452X2 | 3 | 10 | 4.4 | | | | Y | Y | | |
| R14FK1 | XMITTER AOA DFLCS | 452X2 | 2 | 7 | 2 | | | | Y | Y | | |
| R14GA1 | MTRX RLY FCS CHN CD | 452X2 | 2 | 1 | 2 | | | | Y | Y | | |
| R15DA1 | | 452X2 | 2 | 4 | 1 | | | | | | | |
| R231B1 | RACK PWR BOOST CTRL | 452X2 | 2 | 2 | 2 | | | | | | | |
| R24AA1 | PWR UN TURBINE EPU | 452X2 | 2 | 3 | 2 | | | | | | | |
| R24AA2 | PWR UN TURBINE EPU | 452X5 | 2 | 10 | 2.8 | | | | | | | |
| R24AD1 | PUMP HYD EMERGENCY | 452X4 | 2 | 2 | 8 | | | | | | | |
| R24A01 | POWER SECTION EPU | 452X4 | 2 | 3 | 1 | | | | | | | |
| R24A91 | NOC | 452X5 | 2 | 2 | 3 | | | | | | | |
| R24BA1 | TANK ASSY HYDRAZINE | 452X4 | 1 | 12 | 0.6 | | | | | | | |
| R24BE1 | VALVE BA REG SHTFF | 452X2 | 2 | 5 | 1.5 | | | | | | | |

F-16C BLK 40/42 LCOM TASKS
AGE USAGE WORKSHEET

| LCOM | | | | 500 | | PERCENTAGE AGE USEAGE FOR LCOM TASK | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TASK | TASK DESCRIPTION OR | | | DAY | AVG. | MC-1A | MC-2A | | AM32C-10 | AM32A-10 | MJ-2A | NF-2D |
| NAME | SYSTEM/SUBSYSTEM | AFSC | # | HITS | TIME | COMPRS | COMPRS | N2 CART | AIR CON | PWR GEN | HYDRL | LITE ALL |
| R24BE2 | VALVE BA REG SHTFF | 452X4 | 2 | 8 | 4.2 | | | | | | | |
| R24BE3 | VALVE BA REG SHTFF | 452X5 | 2 | 3 | 2 | | | | | | | |
| R24B91 | NOC | 452X4 | 1 | 1 | 0.2 | | | | | | | |
| R24CA1 | PANEL EPU SEL SW | 452X4 | 2 | 4 | 4 | | | | | | | |
| R24CB1 | CONTROLLER EPU | 452X5 | 1 | 4 | 0.2 | | | Y | Y | Y | | |
| R24DA1 | STARTER JET FUEL | 452X4 | 2 | 18 | 4.8 | | | Y | Y | Y | | |
| R24DB1 | FUEL SYSTEM | 452X4 | 2 | 4 | 3.3 | | | | | | | |
| R24DC1 | CONT JET FUEL START | 452X4 | 2 | 20 | 1.8 | | | | | | | |
| R24DD1 | DUCT INLET | 452X4 | 2 | 6 | 0.8 | | | | | | | |
| R24DE1 | MOTOR HYD START | 452X4 | 2 | 2 | 2.8 | | | | | | | |
| R24DF1 | EXCITER IGNITION | 452X4 | 2 | 9 | 1.4 | | | | | Y | | |
| R24D01 | JET FUEL START SYS | 452X4 | 3 | 2 | 3.1 | | | | | | | |
| R24D91 | NOC | 452X4 | 2 | 4 | 1.6 | | | | | | | |
| R24EA1 | GEARBOX ACCESS DR | 452X4 | 2 | 11 | 5.6 | | | Y | Y | Y | Y | |
| R24EB1 | SHAFT POWER TAKEOFF | 452X4 | 2 | 8 | 1.6 | | | | | | | |
| R24E91 | NOC | 452X4 | 1 | 2 | 5 | | | | | | | |
| R27AC1 | SEAL DRAIN SYSTEM | 452X4 | 1 | 2 | 1 | | | | | | | |
| R27AG1 | DRIVE COMPNENTS PTO | 452X4 | 1 | 10 | 2.8 | | | | | | | |
| R27A01 | ACCESORY GRBOX ASSY | 452X4 | 3 | 2 | 8 | | | | | | | |
| R27A91 | NOC | 452X4 | 2 | 16 | 2.1 | | | | | | | |
| R27B91 | NOC | 452X4 | 2 | 2 | 4 | | | | | | | |
| R27DG1 | | 452X4 | 2 | 2 | 2 | | | | | | | |
| R27EA1 | AUGMENTOR ASSY | 452X4 | 3 | 7 | 6.5 | | | | | | | |
| R27EC1 | EXHAUST NOZZLE ASSY | 452X4 | 2 | 59 | 2.7 | | | | | | | |
| R27ED1 | XDUCER NOZZLE POSTN | 452X4 | 1 | 23 | 3.8 | | | | | | | |
| R27E01 | AUG/EXH NOZZLE MMA | 452X4 | 3 | 6 | 7 | | | | | | | |
| R27E91 | NOC | 452X4 | 3 | 4 | 6 | | | | | | | |
| R27GA1 | MAIN FUEL SYSTEM | 452X4 | 3 | 7 | 2.8 | | | | | | | |
| R27GA2 | MAIN FUEL SYSTEM | 458S0 | 2 | 3 | 6 | | | | | | | |
| R27GD1 | AUGMENTOR FUEL SYS | 452X4 | 2 | 9 | 3.2 | | | | | | | |
| R27GD2 | AUGMENTOR FUEL SYS | 454S3 | 3 | 1 | 6 | | | | | | | |
| R27GH1 | TUBE TORQUE | 452X4 | 2 | 2 | 2 | | | | | | | |

F-16C BLK 40/42 LCOM TASKS
AGE USAGE WORKSHEET

| LCOM | | | | 500 | | PERCENTAGE AGE USEAGE FOR LCOM TASK | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TASK | TASK DESCRIPTION OR | | | DAY | AVG. | MC-1A | MC-2A | | AM32C-10 | AM32A-10 | MJ-2A | NF-2D |
| NAME | SYSTEM/SUBSYSTEM | AFSC | # | HITS | TIME | COMPRS | COMPRS | N2 CART | AIR CON | PWR GEN | HYDRL | LITE ALL |
| R27GJ1 | LUBRICATION SYSTEM | 452X4 | 1 | 5 | 1 | | | | | | | |
| R27GP1 | ELECTRICAL SYSTEM | 452S5 | 2 | 1 | 9 | | | | | | | |
| R27GP1 | ELECTRICAL SYSTEM | 452X4 | 2 | 1 | 9 | | | | | | | |
| R27GP2 | ELECTRICAL SYSTEM | 452X4 | 2 | 55 | 3 | | | | | | | |
| R27GS1 | IGNITION SYSTEM | 452X4 | 2 | 20 | 2.2 | | | | | Y | | |
| R27GT1 | AIR/ANTI-ICE SYSTEM | 452X4 | 2 | 29 | 1.8 | | | | | Y | | |
| R27G91 | NOC | 452X4 | 2 | 9 | 2.3 | | | | | | | |
| R27Z01 | TURBOFAN ENGINE LRU | 452X4 | 3 | 50 | 5.1 | | | | | | | |
| R27Z91 | NOC | 452X4 | 3 | 1 | 5 | | | | | | | |
| R27001 | TURBOFAN POWR PLANT | 452X4 | 2 | 21 | 2.2 | | | | | | | |
| R27002 | TURBOFAN POWR PLANT | 452X4 | 2 | 3 | 4.5 | | | | | | | |
| R27002 | TURBOFAN POWR PLANT | 458S0 | 2 | 3 | 4.5 | | | | | | | |
| R27091 | | 452X4 | 1 | 1 | 0.5 | | | | | | | |
| R271A1 | ENGINE INSTRUMENTS | 452X2 | 2 | 11 | 1.6 | | | | | | | |
| R271A2 | ENGINE INSTRUMENTS | 452X4 | 2 | 2 | 0.5 | | | | | | | |
| R271B1 | RACK ASSY CONTROL | 452S5 | 1 | 3 | 7 | | | | | | | |
| R271B1 | RACK ASSY CONTROL | 452X4 | 1 | 3 | 7 | | | | | | | |
| R271B2 | RACK ASSY CONTROL | 452X2 | 2 | 32 | 1.8 | | | | | | | |
| R271B3 | RACK ASSY CONTROL | 452X4 | 2 | 18 | 3.7 | | | | | | | |
| R271B4 | RACK ASSY CONTROL | 462X0 | 2 | 2 | 2 | | | | | | | |
| R271D1 | ENGINE MOUNT SYSTEM | 452X4 | 1 | 1 | 1 | | | | | | | |
| R271F1 | ENG INLET ICE DETCT | 452X4 | 2 | 40 | 1.7 | | | | | Y | | |
| R271J1 | ENGINE WARNING SYS | 452X4 | 2 | 2 | 4 | | | | | Y | | |
| R27101 | ENG INST CTRLS AMS | 452X4 | 2 | 4 | 0.8 | | | | | | | |
| R27191 | NOC | 452X4 | 1 | 1 | 5 | | | | | | | |
| R33GA1 | | 452X4 | 2 | 3 | 1 | | | | | | | |
| R41AA1 | VLV B/A REG SHTF 13 | 452X2 | 2 | 16 | 1.6 | | | | | Y | | |
| R41AA2 | VLV B/A REG SHTF 13 | 452X4 | 2 | 4 | 2 | | | | | Y | | |
| R41AA3 | VLV B/A REG SHTF 13 | 452X5 | 2 | 13 | 4.8 | | | | | Y | | |
| R41AA4 | VLV B/A REG SHTF 13 | 454S3 | 3 | 2 | 2 | | | | | Y | | |
| R41AB2 | TURBINE COOLING | 452X5 | 2 | 6 | 1.6 | | | | | Y | | |
| R41AC1 | CONT TEMP CABIN AIR | 452X2 | 2 | 1 | 2 | | | | | Y | | |

F-16C BLK 40/42 LCOM TASKS
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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TASK | TASK DESCRIPTION OR | | | DAY | AVG. | MC-1A | MC-2A | | AM32C-10 | AM32A-10 | MJ-2A | NF-2D |
| NAME | SYSTEM/SUBSYSTEM | AFSC | # | HITS | TIME | COMPRS | COMPRS | N2 CART | AIR CON | PWR GEN | HYDRL | LITE ALL |
| R41AC2 | CONT TEMP CABIN AIR | 452X5 | 2 | 6 | 2.5 | | | | | Y | | |
| R41AD1 | VLV RADAR COOL SHTF | 452X2 | 2 | 2 | 1.3 | | | | | Y | | |
| R41AD2 | VLV RADAR COOL SHTF | 452X4 | 2 | 2 | 1 | | | | | Y | | |
| R41AD3 | VLV RADAR COOL SHTF | 452X5 | 3 | 2 | 1.1 | | | | | Y | | |
| R41AE1 | PANEL AIRCOND CONT | 452X5 | 2 | 7 | 2.3 | | | | | Y | | |
| R41A01 | AIRCOND SUBSYSTEM | 452X5 | 2 | 4 | 1.8 | | | | | Y | | |
| R41A91 | NOC | 452X2 | 2 | 6 | 1.3 | | | | | | | |
| R41A92 | NOC | 452X5 | 2 | 18 | 1.5 | | | | | | | |
| R41BB1 | VALVE PRESS REG | 452S5 | 1 | 2 | 2 | | | | | Y | | |
| R41BB1 | VALVE PRESS REG | 452X5 | 1 | 2 | 2 | | | | | Y | | |
| R41B91 | NOC | 452X5 | 2 | 4 | 3 | | | | | | | |
| R41DB1 | | 452X4 | 3 | 2 | 3 | | | | | | | |
| R41091 | | 452X2 | 2 | 1 | 5.1 | | | | | | | |
| R41991 | | 452X5 | 2 | 3 | 1 | | | | | | | |
| R42AA1 | CONSTANT SPEED DRIV | 452X5 | 2 | 17 | 2.5 | | | | | | | |
| R42AC2 | FLTR MAIN GEN/CSD | 452X5 | 3 | 2 | 6 | | | | | | | |
| R42AD1 | | 452X4 | 1 | 4 | 4 | | | | | | | |
| R42AF1 | | 452X2 | 2 | 4 | 0.5 | | | | | | | |
| R42AG1 | | 452X4 | 1 | 3 | 0.7 | | | | | | | |
| R42AJ1 | GEN 10 KVA/FLCS PMG | 452X2 | 2 | 4 | 3 | | | | | | | |
| R42AJ2 | GEN 10 KVA/FLCS PMG | 452X5 | 2 | 17 | 2.5 | | | | | | | |
| R42AK1 | FREQ CONVTR 10 KVA | 452X2 | 2 | 3 | 1 | | | | | | | |
| R42AN1 | CONVERTER/REGULATOR | 452X2 | 2 | 11 | 2.6 | | | | | | | |
| R42A01 | AC GEN DRIVE ASSY | 452X4 | 1 | 1 | 1 | | | | | | | |
| R42A91 | NOC | 452X2 | 2 | 1 | 1 | | | | | | | |
| R42BD1 | GEN CNTRL UN 10 KVA | 452X2 | 2 | 2 | 2 | | | | | | | |
| R42BD2 | GEN CNTRL UN 10 KVA | 452X5 | 2 | 3 | 3 | | | | | | | |
| R42BF1 | GENERATOR CONT UNIT | 452X2 | 2 | 1 | 2 | | | | | Y | | |
| R42BF2 | GENERATOR CONT UNIT | 452X4 | 2 | 1 | 5 | | | | | Y | | |
| R42B91 | NOC | 452X4 | 2 | 4 | 1 | | | | | Y | | |
| R42CA1 | PNL ELECT PWR PILOT | 452X2 | 2 | 4 | 0.3 | | | | | Y | | |
| R42CA2 | PNL ELECT PWR PILOT | 452X4 | 1 | 2 | 0.7 | | | | | Y | | |

F-16C BLK 40/42 LCOM TASKS
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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TASK | TASK DESCRIPTION OR | | | DAY | AVG. | MC-1A | MC-2A | | AM32C-10 | AM32A-10 | MJ-2A | NF-2D |
| NAME | SYSTEM/SUBSYSTEM | AFSC | # | HITS | TIME | COMPRS | COMPRS | N2 CART | AIR CON | PWR GEN | HYDRL | LITE ALL |
| R42CA3 | PNL ELECT PWR PILOT | 452X5 | 2 | 4 | 2 | | | | | Y | | |
| R42CG1 | | 452X4 | 1 | 2 | 0.2 | | | | | Y | | |
| R42DA1 | CNTCTR AC PWR 40KVA | 452X5 | 2 | 1 | 5.5 | | | | | Y | | |
| R42DC1 | PNL O/P #1 ECM RH S | 452X2 | 2 | 1 | 1 | | | | | Y | | |
| R42FA1 | CONVERTER 28 VDC | 452X2 | 2 | 1 | 0.2 | | | | | | | |
| R42GA1 | BATTERY AIRCRAFT | 452S5 | 1 | 2 | 1 | | | | | Y | | |
| R42GA2 | BATTERY AIRCRAFT | 452S5 | 3 | 5 | 1.5 | | | | | Y | | |
| R42GA2 | BATTERY AIRCRAFT | 452X4 | 3 | 5 | 1.5 | | | | | Y | | |
| R42GA3 | BATTERY AIRCRAFT | 452X2 | 2 | 1 | 1 | | | | | Y | | |
| R42GA4 | BATTERY AIRCRAFT | 452X4 | 2 | 189 | 0.9 | | | | | Y | | |
| R42GB1 | CHARGER A/C BATTERY | 452X5 | 2 | 9 | 3 | | | | | Y | | |
| R42GC1 | BATTRERY A/C IN PRF | 452X4 | 2 | 34 | 0.8 | | | | | Y | | |
| R42GD1 | CONTRL UNIT CHARGER | 452X2 | 2 | 27 | 1.2 | | | | | Y | | |
| R42GD3 | CONTRL UNIT CHARGER | 452X5 | 2 | 4 | 2.3 | | | | | Y | | |
| R42G01 | A/C BATTERY SYSTEM | 452X4 | 2 | 8 | 1.3 | | | | | Y | | |
| R420A1 | | 452X4 | 1 | 1 | 4 | | | | | | | |
| R44AA2 | LIGHT TAXI | 452X4 | 1 | 95 | 1.2 | | | | | Y | | |
| R44AA3 | LIGHT TAXI | 452X5 | 1 | 3 | 2.5 | | | | | Y | | |
| R44AC1 | PWR SUP ANTI-COL LT | 452X4 | 3 | 3 | 0.2 | | | | | Y | | |
| R44AC2 | PWR SUP ANTI-COL LT | 452X5 | 2 | 1 | 1.5 | | | | | Y | | |
| R44A01 | EXTERIOR LIGHT SYS | 452X4 | 1 | 2 | 0.8 | | | | | Y | | |
| R44A11 | | 452X4 | 1 | 2 | 0.1 | | | | | Y | | |
| R44A91 | NOC | 452X4 | 2 | 2 | 2 | | | | | Y | | |
| R44A92 | NOC | 452X5 | 2 | 4 | 5 | | | | | Y | | |
| R44BA1 | PANEL INT LIGHT CNT | 452X4 | 2 | 6 | 1 | | | | | Y | | |
| R44BA2 | PANEL INT LIGHT CNT | 452X5 | 2 | 6 | 1 | | | | | Y | | |
| R44BB1 | PNL EXT LIGHT CONT | 452X2 | 2 | 3 | 1 | | | | | Y | | |
| R44BB2 | PNL EXT LIGHT CONT | 452X4 | 2 | 2 | 2 | | | | | Y | | |
| R44BC1 | LIGHT UTILITY | 452X2 | 1 | 5 | 1 | | | | | Y | | |
| R44BC2 | LIGHT UTILITY | 452X4 | 1 | 15 | 0.6 | | | | | Y | | |
| R44BE1 | SPOTLGT CP INST/MAP | 452X4 | 1 | 3 | 0.8 | | | | | Y | | |
| R44B01 | INTERIOR LIGHT SYS | 452X2 | 1 | 1 | 0.5 | | | | | Y | | |

F-16C BLK 40/42 LCOM TASKS
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| LCOM | | | | 500 | | PERCENTAGE AGE USEAGE FOR LCOM TASK | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TASK | TASK DESCRIPTION OR | | | DAY | AVG. | MC-1A | MC-2A | | AM32C-10 | AM32A-10 | MJ-2A | NF-2D |
| NAME | SYSTEM/SUBSYSTEM | AFSC | # | HITS | TIME | COMPRS | COMPRS | N2 CART | AIR CON | PWR GEN | HYDRL | LITE ALL |
| R44B91 | NOC | 452X4 | 2 | 7 | 0.9 | | | | | Y | | |
| R44B92 | NOC | 452X5 | 2 | 3 | 1 | | | | | Y | | |
| R44CA1 | LIGHT MASTR CAUTION | 452X2 | 2 | 23 | 1 | | | | | Y | | |
| R44CA2 | LIGHT MASTR CAUTION | 452X4 | 2 | 4 | 1.5 | | | | | Y | | |
| R44CA3 | LIGHT MASTR CAUTION | 452X5 | 2 | 3 | 3.3 | | | | | Y | | |
| R44CB1 | LIGHT CAUTION PANEL | 452X2 | 1 | 3 | 1.5 | | | | | Y | | |
| R44CB2 | LIGHT CAUTION PANEL | 452X5 | 3 | 1 | 4 | | | | | Y | | |
| R44CH1 | LIGHT 5 MOD 10 FCTN | 452X2 | 3 | 3 | 4 | | | | | Y | | |
| R44C01 | | 452X4 | 2 | 1 | 0.8 | | | | | Y | | |
| R45AA1 | PUMP HED SY A P1103 | 452X4 | 2 | 18 | 3.5 | | | Y | Y | Y | Y | |
| R45AC1 | TRANS HYD PRESSURE | 452X2 | 3 | 2 | 8 | | | Y | Y | Y | Y | |
| R45AC2 | TRANS HYD PRESSURE | 452X4 | 2 | 9 | 2.8 | | | Y | Y | Y | Y | |
| R45AC3 | TRANS HYD PRESSURE | 452X5 | 2 | 4 | 5 | | | Y | Y | Y | Y | |
| R45AE1 | VALVE HYD PRESS REL | 452X4 | 3 | 7 | 1.5 | | | Y | Y | Y | Y | |
| R45AH1 | RESERVOIR HYD 800CI | 452X4 | 2 | 4 | 3.2 | | | Y | Y | Y | Y | |
| R45AJ1 | FILTER HYD PRESURE | 452X4 | 3 | 2 | 9 | | | Y | Y | Y | Y | |
| R45AK1 | FILTER HYD RETURN | 452X4 | 1 | 7 | 3.7 | | | Y | Y | Y | Y | |
| R45A01 | HYDRAULIC PWR SUPPL | 452X4 | 2 | 1 | 1.5 | | | Y | Y | Y | Y | |
| R45A91 | NOC | 452X4 | 2 | 13 | 2 | | | Y | Y | Y | Y | |
| R45BA1 | RESERVOIR PNEUMATIC | 452X4 | 3 | 1 | 3 | | | Y | Y | Y | Y | |
| R45B91 | NOC | 452X4 | 2 | 4 | 2 | | | Y | Y | Y | Y | |
| R46AB1 | PUMP WING SCAVANGE | 454S3 | 2 | 4 | 5 | Y | | | | | | |
| R46AC1 | PUMP TRANSFER ELECT | 454S3 | 2 | 3 | 4.3 | Y | | | | | | |
| R46AP1 | HEAT EXCH FUEL/OIL | 454S3 | 2 | 2 | 6.4 | Y | | | | | | |
| R46AQ1 | DISC FILTER&ENG CPL | 454S3 | 3 | 2 | 6 | Y | | | | | | |
| R46AV1 | VALVE SHTF FUEL EEC | 454S3 | 2 | 4 | 3 | Y | | | | | | |
| R46A91 | NOC | 452X4 | 2 | 8 | 1.7 | Y | | | | | | |
| R46A92 | NOC | 454S3 | 2 | 1 | 2 | Y | | | | | | |
| R46BQ1 | ADAPTER GRND DEFUEL | 454S3 | 2 | 2 | 1 | Y | | | | | | |
| R46BR1 | ADAPTER GRD REFUEL | 454S3 | 2 | 2 | 0.5 | Y | | | | | | |
| R46BW1 | VALVE FLOAT WING | 454S3 | 3 | 2 | 8 | Y | | | | | | |
| R46CA1 | VLV VNT/PRESS EX TK | 454S3 | 3 | 9 | 4.2 | Y | | | | | | |

F-16C BLK 40/42 LCOM TASKS
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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TASK | TASK DESCRIPTION OR | | | DAY | AVG. | MC-1A | MC-2A | | AM32C-10 | AM32A-10 | MJ-2A | NF-2D |
| NAME | SYSTEM/SUBSYSTEM | AFSC | # | HITS | TIME | COMPRS | COMPRS | N2 CART | AIR CON | PWR GEN | HYDRL | LITE ALL |
| R46CB1 | VLV VNT/PRESS FL TK | 454S3 | 3 | 3 | 4.5 | Y | | | | | | |
| R46CD1 | VALVE PRESS REL NEG | 454S3 | 3 | 3 | 1.9 | Y | | | | | | |
| R46CH1 | PUMP AIR EJECTOR | 454S3 | 3 | 3 | 7 | Y | | | | | | |
| R46CN1 | RESERVOIR HALON | 452S5 | 2 | 2 | 0.5 | Y | | | | | | |
| R46CN2 | RESERVOIR HALON | 452X4 | 2 | 72 | 1.1 | Y | | | | | | |
| R46CP1 | VLVE SOL INRT SYS A | 452X5 | 2 | 3 | 1.5 | Y | | | | | | |
| R46C01 | PRESSURE EXPL SUPPR | 452X4 | 2 | 2 | 1.5 | Y | | | | | | |
| R46DA1 | TANK WING | 452X4 | 1 | 12 | 1.5 | Y | | | | | | |
| R46DA2 | TANK WING | 454S3 | 3 | 4 | 1.5 | Y | | | | | | |
| R46EA1 | PANEL FUEL CONTROL | 452X2 | 2 | 2 | 0.7 | | | | | Y | | |
| R46EA2 | PANEL FUEL CONTROL | 452X5 | 1 | 3 | 0.5 | | | | | Y | | |
| R46EC1 | TRANSMITTER FUEL FL | 452X2 | 3 | 3 | 2 | | | | | Y | | |
| R46EC2 | TRANSMITTER FUEL FL | 454S3 | 2 | 11 | 1.8 | | | | | Y | | |
| R46ED1 | INDICATOR FUEL FLOW | 452X2 | 2 | 14 | 2.8 | | | | | Y | | |
| R46ED2 | INDICATOR FUEL FLOW | 452X4 | 2 | 1 | 1 | | | | | Y | | |
| R46EE1 | CONTROL UNIT FUEL L | 452X2 | 2 | 8 | 2 | | | | | Y | | |
| R46EG1 | CONTROL UNIT FUEL Q | 452X2 | 2 | 10 | 1.6 | | | | | Y | | |
| R46EG2 | CONTROL UNIT FUEL Q | 452X4 | 3 | 4 | 2.3 | | | | | Y | | |
| R46EH1 | | 452X2 | 2 | 4 | 1 | | | | | Y | | |
| R46EK1 | | 452X2 | 2 | 4 | 1.8 | | | | | Y | | |
| R46EL1 | XMTR FL QTY F1 TK F | 454S3 | 3 | 15 | 2.9 | | | | | Y | | |
| R46EM1 | TNK UN FL QT WNG IB | 452X2 | 3 | 2 | 3 | | | | | Y | | |
| R46EM2 | TNK UN FL QT WNG IB | 452X4 | 2 | 1 | 2.1 | | | | | Y | | |
| R46EV1 | LIGHT AERIAL RF IND | 452X5 | 2 | 4 | 2.3 | | | | | Y | | |
| R46E01 | FUEL INDICATING-CON | 452X5 | 2 | 4 | 1.7 | | | | | Y | | |
| R46FA1 | TANK 370 GALLON EXT | 452X4 | 2 | 7 | 1.5 | Y | | | | | | |
| R46FB1 | PYLON 370 GAL TANK | 454S3 | 2 | 2 | 1.5 | Y | | | | | | |
| R46FC1 | DISC EXT TK FL WING | 452X4 | 2 | 3 | 1.5 | Y | | | | | | |
| R46FC2 | DISC EXT TK FL WING | 454S3 | 2 | 9 | 2.5 | Y | | | | | | |
| R46FD1 | TK 370 GAL EXT PYLN | 452X4 | 2 | 1 | 0.5 | Y | | | | | | |
| R46FE1 | TANK FUEL 300 GAL | 452X4 | 3 | 3 | 2 | Y | | | | | | |
| R46F01 | FUEL TANKS EXTERNAL | 452X4 | 3 | 8 | 4.3 | Y | | | | | | |

F-16C BLK 40/42 LCOM TASKS
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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TASK | TASK DESCRIPTION OR | | | DAY | AVG. | MC-1A | MC-2A | | AM32C-10 | AM32A-10 | MJ-2A | NF-2D |
| NAME | SYSTEM/SUBSYSTEM | AFSC | # | HITS | TIME | COMPRS | COMPRS | N2 CART | AIR CON | PWR GEN | HYDRL | LITE ALL |
| R46F02 | FUEL TANKS EXTERNAL | 454S3 | 3 | 3 | 5.3 | Y | | | | | | |
| R46F91 | NOC | 452X4 | 3 | 10 | 2 | Y | | | | | | |
| R46GA1 | | 452X4 | 2 | 3 | 1 | Y | | | | | | |
| R47AA1 | CONVERTER LOX 5 LIT | 452S5 | 1 | 4 | 3.1 | | | | | | | |
| R47AA1 | CONVERTER LOX 5 LIT | 452X5 | 1 | 4 | 3.1 | | | | | | | |
| R47AA2 | CONVERTER LOX 5 LIT | 452X4 | 2 | 80 | 1 | | | | | | | |
| R47AA3 | CONVERTER LOX 5 LIT | 452X5 | 2 | 16 | 1.6 | | | | | | | |
| R47AB1 | SW OXY LO PRES WRNG | 452X2 | 2 | 3 | 1 | | | | Y | Y | | |
| R47AB2 | SW OXY LO PRES WRNG | 452X2 | 1 | 3 | 2 | | | | Y | Y | | |
| R47AB2 | SW OXY LO PRES WRNG | 452X4 | 1 | 3 | 2 | | | | Y | Y | | |
| R47AB3 | SW OXY LO PRES WRNG | 452X4 | 1 | 9 | 0.9 | | | | Y | Y | | |
| R47AB4 | SW OXY LO PRES WRNG | 452X5 | 2 | 3 | 2 | | | | Y | Y | | |
| R47AD1 | REGULTOR OXY BRTHNG | 452X2 | 2 | 10 | 1.4 | | | | Y | Y | | |
| R47AD2 | REGULTOR OXY BRTHNG | 452X5 | 2 | 1 | 2.5 | | | | Y | Y | | |
| R47A91 | NOC | 452X2 | 2 | 6 | 0.7 | | | | | | | |
| R47A92 | NOC | 452X4 | 1 | 9 | 0.6 | | | | | | | |
| R47A93 | NOC | 452X5 | 2 | 22 | 1.1 | | | | | | | |
| R47CN1 | | 452X4 | 2 | 4 | 0.5 | | | | | | | |
| R49AA1 | CNTRL ALRM BL LN BR | 452X5 | 2 | 3 | 2 | | | | | | | |
| R49A91 | NOC | 452X5 | 2 | 3 | 3.2 | | | | | | | |
| R49C91 | | 452X5 | 1 | 2 | 1 | | | | | | | |
| R51AA1 | INDICATOR AIRSP MCH | 452X2 | 2 | 10 | 1 | | | | | Y | | |
| R51AB1 | ALTIMETER SERVOED | 452X2 | 2 | 15 | 3.4 | | | | | Y | | |
| R51AC1 | IND ANG OF ATTACK | 452X2 | 3 | 8 | 2.5 | | | | | Y | | |
| R51AD1 | IND VERT VELOCITY | 452X2 | 2 | 7 | 1.3 | | | | | Y | | |
| R51AF1 | | 452X2 | 2 | 1 | 1 | | | | | Y | | |
| R51BA1 | IND HORIZ SITUATION | 452X2 | 2 | 35 | 1.2 | | | | | Y | | |
| R51BB1 | IND ATTITUDE DIRECT | 452X2 | 2 | 16 | 1 | | | | | Y | | |
| R51BC1 | TRANSMTR RATE GYRO | 452X2 | 2 | 5 | 5 | | | | | Y | | |
| R51BC2 | TRANSMTR RATE GYRO | 452X4 | 1 | 2 | 0.5 | | | | | Y | | |
| R51B01 | ARTIFICAL REF INSTR | 452X2 | 2 | 3 | 1 | | | | | Y | | |
| R51CB2 | CLOCK PILOTS | 452X4 | 1 | 9 | 1 | | | | | Y | | |

F-16C BLK 40/42 LCOM TASKS
AGE USAGE WORKSHEET

| LCOM | | | | 500 | | PERCENTAGE AGE USEAGE FOR LCOM TASK | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TASK | TASK DESCRIPTION OR | | | DAY | AVG. | MC-1A | MC-2A | | AM32C-10 | AM32A-10 | MJ-2A | NF-2D |
| NAME | SYSTEM/SUBSYSTEM | AFSC | # | HITS | TIME | COMPRS | COMPRS | N2 CART | AIR CON | PWR GEN | HYDRL | LITE ALL |
| R51CC1 | LIGHT INDEXER AOA | 452X2 | 2 | 29 | 2.2 | | | | | Y | | |
| R51DA1 | IND STANDBY ATTITUD | 452X2 | 3 | 2 | 3.6 | | | | | Y | | |
| R51D91 | NOC | 452X4 | 3 | 4 | 0.5 | | | | | Y | | |
| R51FA1 | COMPUTER CADC | 452X2 | 2 | 19 | 2.2 | | | | | Y | | |
| R51F91 | NOC | 452X2 | 2 | 3 | 3 | | | | | Y | | |
| R55AC1 | AXIAL ACCELEROMETER | 452X2 | 2 | 5 | 1 | | | | | | | |
| R55AD1 | TRANSMITTER SURFACE | 452X4 | 2 | 5 | 0.5 | | | | | | | |
| R55BD1 | | 452X2 | 3 | 1 | 1.8 | | | | | | | |
| R55DA1 | CRASH SRVLBL MMRY | 452X2 | 2 | 4 | 1 | | | | | | | |
| R55DB1 | SIGNAL ACQUISTN UN | 452X2 | 3 | 8 | 1.8 | | | | | | | |
| R55D01 | CRASH SURVIVBL FDRS | 452X2 | 2 | 8 | 2.3 | | | | | | | |
| R62CB1 | ANT VHF VERT STAB | 452X2 | 2 | 1 | 0.7 | | | | | Y | | |
| R62CD1 | RCVR/XMTR VHF RM MT | 452X2 | 2 | 19 | 1.2 | | | | | Y | | |
| R62C91 | NOC | 452X2 | 3 | 1 | 1 | | | | | Y | | |
| R63BD1 | SELECTOR ANTENNA | 452X2 | 2 | 3 | 1 | | | | | Y | | |
| R63BE1 | ANT DUAL BAND UPPER | 452X2 | 2 | 5 | 1.4 | | | | | Y | | |
| R63BF1 | ANT DUAL BAND LOWER | 452X2 | 2 | 6 | 1 | | | | | Y | | |
| R63BL1 | R/T1505 AFT TO 1460 | 452X2 | 2 | 139 | 1.2 | | | | | Y | | |
| R63B02 | COMM SET UHF | 452X4 | 1 | 3 | 0.5 | | | | | Y | | |
| R63B91 | NOC | 452X2 | 2 | 5 | 3.5 | | | | | Y | | |
| R63B92 | NOC | 452X4 | 2 | 4 | 2.5 | | | | | Y | | |
| R63CA1 | PNL SEC VOICE CNTRL | 452X2 | 2 | 1 | 1 | | | | | Y | | |
| R63CB1 | PRCS/ADPTR SEC VOIC | 452X2 | 2 | 34 | 1.7 | | | | | Y | | |
| R63CE1 | RELAY RE-978/ARC | 452X2 | 2 | 8 | 1.2 | | | | | Y | | |
| R63C91 | NOC | 452X2 | 3 | 1 | 1.5 | | | | | Y | | |
| R64AA1 | INTERCOM AMPLIFIER | 452X2 | 2 | 2 | 1 | | | | | Y | | |
| R64AC1 | GROUND INTERCM STA | 452X2 | 2 | 3 | 2 | | | | | Y | | |
| R64AD1 | GEN,T/C ENG WARNING | 452X2 | 2 | 3 | 2 | | | | | Y | | |
| R64AL1 | MESSAGE UNIT VOICE | 452X2 | 2 | 5 | 1.3 | | | | | Y | | |
| R64A01 | INTERCOM SET | 452X2 | 2 | 1 | 1 | | | | | Y | | |
| R65AA1 | RECEIVER TRANSMITTE | 452X2 | 2 | 25 | 1.4 | | | | Y | Y | | |
| R65AD1 | TRANSPONDER COMPUTR | 452X2 | 2 | 5 | 1.2 | | | | Y | Y | | |

F-16C BLK 40/42 LCOM TASKS
AGE USAGE WORKSHEET

| LCOM | | | | 500 | | PERCENTAGE AGE USEAGE FOR LCOM TASK | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TASK | TASK DESCRIPTION OR | | | DAY | AVG. | MC-1A | MC-2A | | AM32C-10 | AM32A-10 | MJ-2A | NF-2D |
| NAME | SYSTEM/SUBSYSTEM | AFSC | # | HITS | TIME | COMPRS | COMPRS | N2 CART | AIR CON | PWR GEN | HYDRL | LITE ALL |
| R65A01 | AIR/GROUND IFF SET | 452X2 | 2 | 2 | 1 | | | | Y | Y | | |
| R65A91 | NOC | 452X2 | 2 | 1 | 1 | | | | Y | Y | | |
| R69AA1 | PANEL ASSY AUDIO 1 | 452X2 | 2 | 2 | 3 | | | | | Y | | |
| R69AA2 | PANEL ASSY AUDIO 1 | 462X0 | 3 | 3 | 0.5 | | | | | Y | | |
| R69AC1 | PANEL AUXILLRY COMM | 452X2 | 2 | 18 | 1.1 | | | | | Y | | |
| R69CA1 | | 452X2 | 2 | 4 | 0.5 | | | | | Y | | |
| R71AA1 | RCVR XMITTER TACAN | 452X2 | 2 | 18 | 1 | | | | Y | Y | | |
| R71AB1 | MX9577A OR AARN118V | 452X2 | 2 | 1 | 2 | | | | Y | Y | | |
| R71A01 | TACAN NAVIGTION SET | 452X2 | 2 | 4 | 0.9 | | | | Y | Y | | |
| R71BA1 | RECEIVER ILS | 452X2 | 2 | 3 | 2 | | | | Y | Y | | |
| R71CE1 | MOUNT TWTA | 452X2 | 2 | 2 | 1 | | | | Y | Y | | |
| R71C01 | A VHCL NAV SBSYS | 452X4 | 1 | 4 | 0.5 | | | | Y | Y | | |
| R71DA1 | RCVR/PROCESSOR GPS | 452X2 | 2 | 48 | 1.5 | | | | Y | Y | | |
| R71DD1 | ANTENNA ELECT UNIT | 452X2 | 2 | 11 | 3.3 | | | | Y | Y | | |
| R71DF1 | | 452X2 | 2 | 5 | 1.5 | | | | Y | Y | | |
| R71D01 | GLOBAL POSNG SYS | 452X2 | 2 | 6 | 1.5 | | | | Y | Y | | |
| R74AG1 | | 452X2 | 2 | 1 | 1 | | | | Y | Y | | |
| R74AM1 | RADAR ANTENNA | 452X2 | 2 | 45 | 1.7 | | | | Y | Y | | |
| R74AN1 | MODULAR LPRF | 452X2 | 2 | 39 | 1.4 | | | | Y | Y | | |
| R74AP1 | XMITTER DUAL MODE | 452X2 | 2 | 101 | 1.5 | | | | Y | Y | | |
| R74AQ1 | PROG SIGNL PROCSSR | 452X2 | 2 | 142 | 1.2 | | | | Y | Y | | |
| R74AU1 | WAVEGUIDE ASSY | 452X2 | 2 | 6 | 2 | | | | Y | Y | | |
| R74A01 | FIRE CONT RADAR SET | 452X2 | 3 | 1 | 1.2 | | | | Y | Y | | |
| R74A91 | NOC | 452X2 | 2 | 5 | 1 | | | | Y | Y | | |
| R74BC1 | | 452X2 | 2 | 3 | 1 | | | | Y | Y | | |
| R74BJ1 | MT AERIAL RFUEL IND | 452X2 | 2 | 4 | 1 | | | | Y | Y | | |
| R74BK1 | HUD PLT'S DSPL LTRN | 452X2 | 2 | 2 | 0.8 | | | | Y | Y | | |
| R74BP1 | HUD CONTROL PANEL | 452X2 | 2 | 1 | 1 | | | | Y | Y | | |
| R74BT1 | PDU DEFRACTIVE HUD | 452X2 | 2 | 89 | 1.6 | | | | Y | Y | | |
| R74BU1 | ELCTRN UN DIFF HUD | 452X2 | 2 | 40 | 1.3 | | | | Y | Y | | |
| R74BV1 | GLARESHIELD | 452X2 | 2 | 1 | 0.5 | | | | Y | Y | | |
| R74B01 | HEAD UP DISPLAY SET | 452X2 | 2 | 1 | 1 | | | | Y | Y | | |

F-16C BLK 40/42 LCOM TASKS
AGE USAGE WORKSHEET

| LCOM | | | | 500 | | PERCENTAGE AGE USEAGE FOR LCOM TASK | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TASK | TASK DESCRIPTION OR | | | DAY | AVG. | MC-1A | MC-2A | | AM32C-10 | AM32A-10 | MJ-2A | NF-2D |
| NAME | SYSTEM/SUBSYSTEM | AFSC | # | HITS | TIME | COMPRS | COMPRS | N2 CART | AIR CON | PWR GEN | HYDRL | LITE ALL |
| R74CE1 | GEN AVIONICS COMPTR | 452X2 | 2 | 73 | 1.5 | | | | Y | Y | | |
| R74CF1 | BAT GEN AVNCS COMP | 452X2 | 2 | 2 | 1.5 | | | | Y | Y | | |
| R74DF1 | INERTIAL NAVIGTN UN | 452X2 | 2 | 69 | 1.5 | | | | Y | Y | | |
| R74DG1 | BATTERY INU | 452S5 | 1 | 3 | 10.5 | | | | Y | Y | | |
| R74DG1 | BATTERY INU | 452X2 | 1 | 3 | 10.5 | | | | Y | Y | | |
| R74DG1 | BATTERY INU | 458S0 | 1 | 3 | 10.5 | | | | Y | Y | | |
| R74DG2 | BATTERY INU | 452X2 | 2 | 23 | 1 | | | | Y | Y | | |
| R74D01 | INERTIAL NAVIG SET | 452X2 | 2 | 2 | 1.5 | | | | Y | Y | | |
| R74EE1 | | 452X2 | 2 | 1 | 1.5 | | | | Y | Y | | |
| R74GA1 | SENSOR CVTS CKPT TV | 455S0 | 3 | 3 | 2.3 | | | | Y | Y | | |
| R74GB1 | RECORDER A-B VD TP | 455S0 | 2 | 77 | 0.7 | | | | Y | Y | | |
| R74GC1 | PANEL AVTR CONTROL | 455S0 | 2 | 4 | 1 | | | | Y | Y | | |
| R74GD1 | | 452X2 | 2 | 3 | 1 | | | | Y | Y | | |
| R74HA1 | DATA TRANSFER UNIT | 452X2 | 2 | 10 | 1.2 | | | | Y | Y | | |
| R74JA1 | DATA ENTRY DISPLAY | 452X2 | 2 | 11 | 2.2 | | | | Y | Y | | |
| R74JB1 | POWER SUPPLU DED | 452X2 | 3 | 8 | 1.7 | | | | Y | Y | | |
| R74JE1 | BATTERY DEEU | 452X2 | 2 | 12 | 0.8 | | | | Y | Y | | |
| R74JF1 | INTEGRATED KEYBOARD | 452X2 | 2 | 2 | 1.5 | | | | Y | Y | | |
| R74JG1 | DEEU FAN | 452X2 | 2 | 3 | 1 | | | | Y | Y | | |
| R74JL1 | EXP DAT ENT ELCT UN | 452X2 | 2 | 23 | 2.7 | | | | Y | Y | | |
| R74JM1 | DSPLY PILOT FALT LS | 452X2 | 2 | 2 | 0.5 | | | | Y | Y | | |
| R74J01 | DATA ENTRY CP INTFC | 452X2 | 2 | 1 | 1.3 | | | | Y | Y | | |
| R74KA1 | MULTIFNCTN DISPLAY | 452X2 | 2 | 31 | 1.5 | | | | Y | Y | | |
| R74KB1 | PRGMMBL DSPLY GNRTR | 452X2 | 2 | 50 | 1.2 | | | | Y | Y | | |
| R74LA1 | RCVR/XMTR RDR ALT | 452X2 | 2 | 31 | 1.4 | | | | Y | Y | | |
| R74LC1 | ANT RADAR ALT FWD | 452X2 | 1 | 1 | 0.5 | | | | Y | Y | | |
| R74LE1 | CONVERTER SGNL DATA | 452X2 | 2 | 13 | 1.4 | | | | Y | Y | | |
| R74PA1 | ANTENNA GIMBAL ASSY | 452X2 | 2 | 5 | 1.5 | | | | Y | Y | | |
| R74PB1 | TRANSMITTER ASSY | 452X2 | 2 | 13 | 1 | | | | Y | Y | | |
| R74PC1 | RCVR EXCITER ASSY | 452X2 | 2 | 8 | 1.6 | | | | Y | Y | | |
| R74PD1 | INTFC UNIT RADAR | 452X2 | 2 | 8 | 1.6 | | | | Y | Y | | |
| R74PE1 | TF PWR SUPPLY ASSY | 452X2 | 2 | 17 | 1.7 | | | | Y | Y | | |

F-16C BLK 40/42 LCOM TASKS
AGE USAGE WORKSHEET

| LCOM | | | | 500 | | PERCENTAGE AGE USEAGE FOR LCOM TASK | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TASK | TASK DESCRIPTION OR | | | DAY | AVG. | MC-1A | MC-2A | | AM32C-10 | AM32A-10 | MJ-2A | NF-2D |
| NAME | SYSTEM/SUBSYSTEM | AFSC | # | HITS | TIME | COMPRS | COMPRS | N2 CART | AIR CON | PWR GEN | HYDRL | LITE ALL |
| R74PF1 | WAVEGUID PRESS UNIT | 452X2 | 2 | 3 | 2 | | | | Y | Y | | |
| R74PG1 | POD CONTROL COMPTR | 452X2 | 2 | 3 | 1.3 | | | | Y | Y | | |
| R74PH1 | ENVRN CNTL UNIT | 452X2 | 2 | 12 | 1 | | | | Y | Y | | |
| R74PK1 | POWER SUPPLY | 452X2 | 2 | 13 | 1.6 | | | | Y | Y | | |
| R74PL1 | FWD SECTION | 452X2 | 2 | 12 | 1.2 | | | | Y | Y | | |
| R74P01 | NAVIGATIONAL SET | 452X2 | 2 | 28 | 1.4 | | | | Y | Y | | |
| R74P91 | NOC | 452X2 | 2 | 1 | 1 | | | | Y | Y | | |
| R74SP1 | | 452X2 | 2 | 6 | 1 | | | | Y | Y | | |
| R74ZA1 | MUX BUS #1 FWD AVNC | 452X2 | 2 | 3 | 2 | | | | Y | Y | | |
| R74ZB1 | MUX BUS #2 FWD AVNC | 452X2 | 2 | 5 | 2.7 | | | | Y | Y | | |
| R74ZC1 | MUX BUS AFT AVIONIC | 452X2 | 2 | 6 | 3 | | | | Y | Y | | |
| R74ZD1 | MATRX BVR FWD D MUX | 452X2 | 2 | 2 | 2 | | | | Y | Y | | |
| R74ZE1 | MTRX BVR IADM&AM #1 | 452X2 | 3 | 2 | 2.5 | | | | Y | Y | | |
| R74ZJ1 | MATRIX L/H FWD AVI | 452X2 | 2 | 3 | 1 | | | | Y | Y | | |
| R74Z01 | MUX BUSSES | 452X2 | 3 | 3 | 3 | | | | Y | Y | | |
| R74Z91 | NOC | 452X2 | 3 | 3 | 10 | | | | Y | Y | | |
| R75AA1 | GUN ASSEMBLY 20MM | 462X0 | 3 | 2 | 3 | | | | Y | Y | | |
| R75AN1 | | 452X2 | 2 | 5 | 1 | | | | Y | Y | | |
| R75A01 | GUN SYSTEM | 462X0 | 3 | 7 | 7.8 | | | | Y | Y | | |
| R75BA1 | PYLON WING WEAPONS | 462S0 | 2 | 1 | 1 | | | | Y | Y | | |
| R75BA1 | PYLON WING WEAPONS | 462X0 | 1 | 1 | 1 | | | | Y | Y | | |
| R75BA2 | PYLON WING WEAPONS | 462X0 | 3 | 17 | 1.3 | | | | Y | Y | | |
| R75BB1 | PYLON CENTERLINE | 462X0 | 3 | 14 | 1.1 | | | | Y | Y | | |
| R75BD1 | ADPTR MSSLE LAUNCHR | 462X0 | 3 | 4 | 2 | | | | Y | Y | | |
| R75CB1 | LAUNCHER WING TIP | 462X0 | 3 | 38 | 1 | | | | Y | Y | | |
| R75CJ1 | DISP BOMB SUU-20B/A | 462X0 | 3 | 37 | 0.7 | | | | Y | Y | | |
| R75CK1 | RACK EJECT TER-9/A | 458S0 | 2 | 5 | 2 | | | | Y | Y | | |
| R75CK1 | RACK EJECT TER-9/A | 462X0 | 1 | 5 | 2 | | | | Y | Y | | |
| R75CK2 | RACK EJECT TER-9/A | 462X0 | 3 | 37 | 1.3 | | | | Y | Y | | |
| R75CL1 | LAUNCHR MSL LAU-117 | 462X0 | 3 | 9 | 1 | | | | Y | Y | | |
| R75CN1 | LNCR MSL WT LAU-129 | 462X0 | 3 | 1 | 1.5 | | | | Y | Y | | |
| R75CP1 | LNCR MSL UW LAU-129 | 462X0 | 3 | 39 | 1.3 | | | | Y | Y | | |

F-16C BLK 40/42 LCOM TASKS
AGE USAGE WORKSHEET

| LCOM | | | | 500 | | PERCENTAGE AGE USEAGE FOR LCOM TASK | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TASK | TASK DESCRIPTION OR | | | DAY | AVG. | MC-1A | MC-2A | | AM32C-10 | AM32A-10 | MJ-2A | NF-2D |
| NAME | SYSTEM/SUBSYSTEM | AFSC | # | HITS | TIME | COMPRS | COMPRS | N2 CART | AIR CON | PWR GEN | HYDRL | LITE ALL |
| R75C01 | WEAPON RACK SYSTEM | 462X0 | 3 | 15 | 1.2 | | | | Y | Y | | |
| R75DD1 | RMTE INT JET-RL SMS | 462X0 | 3 | 13 | 2.4 | | | | Y | Y | | |
| R75DF1 | REMOTE INF UN NCLR | 462X0 | 3 | 6 | 1 | | | | Y | Y | | |
| R75DQ1 | INTFC UNIT ENH CTRL | 462X0 | 3 | 48 | 1.4 | | | | Y | Y | | |
| R75EJ1 | MAT WNG STR 2 RH WG | 462X0 | 3 | 4 | 5 | | | | Y | Y | | |
| R75EL1 | MTX WG STR 1&9 A908 | 462X0 | 3 | 3 | 1.8 | | | | Y | Y | | |
| R75EM1 | MTX WG STR 2&8 A908 | 462X0 | 3 | 2 | 2 | | | | Y | Y | | |
| R75E91 | NOC | 452X2 | 2 | 3 | 2 | | | | Y | Y | | |
| R75Z01 | | 452X2 | 2 | 2 | 5 | | | | Y | Y | | |
| R76AB1 | | 452X2 | 2 | 2 | 1 | | | | Y | Y | | |
| R76BA1 | INTERFACE BLANKER | 452X2 | 2 | 1 | 0.7 | | | | Y | Y | | |
| R76BC1 | BLNKR UNT ADV INTFC | 452X2 | 2 | 31 | 1.6 | | | | Y | Y | | |
| R76BC2 | BLNKR UNT ADV INTFC | 452X4 | 1 | 2 | 1 | | | | Y | Y | | |
| R76BL1 | | 452X2 | 2 | 4 | 1 | | | | Y | Y | | |
| R76CA1 | CONTROL INDICATOR | 452X2 | 3 | 2 | 1.5 | | | | Y | Y | | |
| R76CC1 | ADAPTER ASSY ECM PO | 452X2 | 3 | 2 | 2.5 | | | | Y | Y | | |
| R76CE1 | POD ALQ-131 | 452X2 | 2 | 51 | 1.2 | | | | Y | Y | | |
| R76CE2 | POD ALQ-131 | 452X2 | 2 | 2 | 19.4 | | | | Y | Y | | |
| R76CE2 | POD ALQ-131 | 456S1 | 1 | 2 | 19.4 | | | | Y | Y | | |
| R76C01 | ECM POD SET | 452X2 | 2 | 10 | 1.2 | | | | Y | Y | | |
| R76DC1 | SEQUENCE SWITCH | 452X2 | 2 | 14 | 1.7 | | | | Y | Y | | |
| R76DD1 | DISPNSR CHAFF-FLARE | 452X2 | 3 | 10 | 1.5 | | | | Y | Y | | |
| R76DE1 | EMI FILTER | 452X2 | 2 | 1 | 4 | | | | Y | Y | | |
| R76EB1 | CONTROL PNL AUX IND | 452X2 | 2 | 10 | 1.5 | | | | Y | Y | | |
| R76EB2 | CONTROL PNL AUX IND | 452X4 | 1 | 2 | 1.5 | | | | Y | Y | | |
| R76EC1 | AZIMUTH INDICATOR | 452X2 | 2 | 8 | 1.3 | | | | Y | Y | | |
| R76ED1 | FSRS RECEIVER | 452X2 | 2 | 9 | 1.4 | | | | Y | Y | | |
| R76EE1 | RECEIVER CONTR FSRS | 452X2 | 2 | 13 | 1.6 | | | | Y | Y | | |
| R76EG1 | SIGNAL PROCESSER | 452X2 | 2 | 37 | 1.5 | | | | Y | Y | | |
| R76EH1 | TRANS LINE COUPLER | 452X2 | 2 | 14 | 1.4 | | | | Y | Y | | |
| R76EK1 | AMPLIFIER DET C-D | 452X2 | 2 | 16 | 1.2 | | | | Y | Y | | |
| R76EL1 | AMP DETECTR E-J FWD | 452X2 | 2 | 1 | 1.5 | | | | Y | Y | | |

F-16C BLK 40/42 LCOM TASKS
AGE USAGE WORKSHEET

| LCOM | | | | 500 | | PERCENTAGE AGE USEAGE FOR LCOM TASK | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TASK | TASK DESCRIPTION OR | | | DAY | AVG. | MC-1A | MC-2A | | AM32C-10 | AM32A-10 | MJ-2A | NF-2D |
| NAME | SYSTEM/SUBSYSTEM | AFSC | # | HITS | TIME | COMPRS | COMPRS | N2 CART | AIR CON | PWR GEN | HYDRL | LITE ALL |
| R76EM1 | AMP DETECTR E-J AFT | 452X2 | 2 | 11 | 2.3 | | | | Y | Y | | |
| R76ET1 | RADOME FWD LH | 452X2 | 2 | 1 | 1 | | | | Y | Y | | |
| R76EW1 | ANT ASSY C/D BAND | 452X2 | 2 | 5 | 1.5 | | | | Y | Y | | |
| R76EX1 | ANTENNA LEF | 452X2 | 2 | 3 | 1 | | | | Y | Y | | |
| R76W01 | | 452X2 | 2 | 61 | 1.3 | | | | Y | Y | | |
| R76W02 | | 452X2 | 1 | 2 | 1.3 | | | | Y | Y | | |
| R76W02 | | 456S1 | 1 | 2 | 1.3 | | | | Y | Y | | |
| R97AF1 | DET TRNS 51126-1 | 454S2 | 2 | 5 | 1 | | | | | | | Y |
| R97AS1 | DETNTN TRNSFR ASSY | 454S2 | 2 | 3 | 1 | | | | | | | Y |
| R97AT1 | DETNTN TRNSFR ASSY | 454S2 | 2 | 2 | 3 | | | | | | | Y |
| R97AW1 | DET TRNS 16K0341-25 | 454S2 | 2 | 3 | 3 | | | | | | | Y |
| R97C01 | CANOPY JETT SYSTEM | 452X4 | 2 | 1 | 1 | | | | | | | Y |
| R97EA1 | RKT MTR SEAT STABN | 454S2 | 2 | 3 | 2.5 | | | | | | | Y |
| T11001 | AIRFRAME | 452X4 | 3 | 2 | 2 | Y | | | | | | |
| T12A01 | COCKP SUPP STRUCT | 452X4 | 3 | 2 | 8 | | | | | | | |
| T12C91 | NOC | 462X0 | 3 | 1 | 1 | | | | | | | |
| T13A01 | LANDING GR CONT SYS | 452X2 | 3 | 3 | 4 | | | | | | Y | |
| T13F01 | NOSE WHL STEER SYS | 452X2 | 2 | 1 | 1.5 | | | | | | | |
| T13F02 | NOSE WHL STEER SYS | 452X5 | 2 | 2 | 0.7 | | | | | | | |
| T13L01 | BRAKE/SKID CONTROL | 452X4 | 2 | 8 | 2 | | | | Y | Y | Y | |
| T13L02 | BRAKE/SKID CONTROL | 452X5 | 3 | 6 | 14.8 | | | | Y | Y | Y | |
| T13001 | LANDING GEAR SYSTEM | 452X2 | 3 | 1 | 6.5 | | | | | | | |
| T13002 | LANDING GEAR SYSTEM | 452X4 | 3 | 1 | 7.8 | | | | | | | |
| T14AB1 | CONTROLLER STICK | 452X2 | 2 | 1 | 1 | | | | Y | Y | | |
| T14AE1 | PANEL MANUAL TRIM | 452X2 | 2 | 6 | 0.8 | | | | Y | Y | | |
| T14AL1 | RECORDER FLCS DATA | 452X2 | 2 | 3 | 2 | | | | Y | Y | | |
| T14AP1 | CMPTR DIG FLGT CNTR | 452X2 | 2 | 5 | 1.3 | | | | Y | Y | | |
| T14A01 | PRIM FLT CONT ELECT | 452X2 | 2 | 5 | 2 | | | | Y | Y | | |
| T14DG1 | SEAL UPPER L/H 5433 | 452X4 | 1 | 1 | 1 | | | | Y | Y | | |
| T14FE1 | MONITOR PROBE HEATR | 452X2 | 3 | 1 | 2.5 | | | | Y | Y | | |
| T14FG1 | TUBE PITOT STATIC | 452X2 | 3 | 5 | 3.5 | | | | Y | Y | | |
| T14001 | FLIGHT CONTROL SYS | 452X2 | 2 | 21 | 5.8 | | | | Y | Y | | |

F-16C BLK 40/42 LCOM TASKS
AGE USAGE WORKSHEET

| LCOM |  |  |  | 500 |  | PERCENTAGE AGE USEAGE FOR LCOM TASK |  |  |  |  |  |  |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TASK | TASK DESCRIPTION OR |  |  | DAY | AVG. | MC-1A | MC-2A |  | AM32C-10 | AM32A-10 | MJ-2A | NF-2D |
| NAME | SYSTEM/SUBSYSTEM | AFSC | # | HITS | TIME | COMPRS | COMPRS | N2 CART | AIR CON | PWR GEN | HYDRL | LITE ALL |
| T24AB1 | GAS GEN EMER PWR UN | 452X4 | 3 | 2 | 4.8 |  |  |  |  |  |  |  |
| T24BA1 | TANK ASSY HYDRAZINE | 454S3 | 2 | 2 | 3 |  |  |  |  |  |  |  |
| T27G01 | ENGINE SYSTEMS | 452X4 | 3 | 3 | 3.7 |  |  |  |  |  |  |  |
| T27Z01 | TURBOFAN ENGINE LRU | 452X4 | 2 | 3 | 1.5 |  |  |  |  |  |  |  |
| T27001 | TURBOFAN POWR PLANT | 452X4 | 2 | 8 | 2.8 |  |  |  |  |  |  |  |
| T271A1 | ENGINE INSTRUMENTS | 452X2 | 2 | 4 | 1 |  |  |  |  |  |  |  |
| T271J1 | ENGINE WARNING SYS | 452X2 | 2 | 1 | 1 |  |  |  |  | Y |  |  |
| T41A01 | AIRCOND SUBSYSTEM | 452X2 | 2 | 1 | 1 |  |  |  |  | Y |  |  |
| T41A02 | AIRCOND SUBSYSTEM | 452X4 | 2 | 2 | 3 |  |  |  |  | Y |  |  |
| T41001 | ENVIR CONT SYSTEM | 452X5 | 1 | 2 | 2 |  |  |  | Y | Y |  |  |
| T44A01 | EXTERIOR LIGHT SYS | 452X2 | 2 | 2 | 2 |  |  |  |  | Y |  |  |
| T44BA1 | PANEL INT LIGHT CNT | 452X4 | 2 | 4 | 1 |  |  |  |  | Y |  |  |
| T44CA1 | LIGHT MASTR CAUTION | 452X4 | 2 | 4 | 0.5 |  |  |  |  | Y |  |  |
| T44C91 | NOC | 452X2 | 1 | 1 | 1 |  |  |  |  | Y |  |  |
| T46A01 | ENGINE SUPPLY | 454S3 | 3 | 1 | 7 |  |  |  |  |  |  |  |
| T46B01 | REFUEL & DEFUEL SYS | 454S3 | 2 | 2 | 1 |  |  |  | Y |  |  |  |
| T46CB1 | VLV VNT/PRESS FL TK | 454S3 | 3 | 2 | 1.2 | Y |  |  |  |  |  |  |
| T46CN1 | RESERVOIR HALON | 452X4 | 2 | 2 | 1 | Y |  |  |  |  |  |  |
| T46C01 | PRESSURE EXPL SUPPR | 452X4 | 2 | 2 | 6 | Y |  |  |  |  |  |  |
| T46C02 | PRESSURE EXPL SUPPR | 454S3 | 2 | 1 | 1.5 | Y |  |  |  |  |  |  |
| T46D01 | FUEL TANKS INTERNAL | 454S3 | 3 | 3 | 3 |  |  |  | Y |  |  |  |
| T46FA1 | TANK 370 GALLON EXT | 454S3 | 2 | 1 | 3 | Y |  |  |  |  |  |  |
| T46001 | FUEL SYSTEM | 454S3 | 3 | 14 | 4.9 |  |  |  | Y | Y |  |  |
| T51AA1 | INDICATOR AIRSP MCH | 452X2 | 2 | 2 | 1.5 |  |  |  |  | Y |  |  |
| T51AB1 | ALTIMETER SERVOED | 452X2 | 2 | 4 | 1 |  |  |  |  | Y |  |  |
| T51B01 | ARTIFICAL REF INSTR | 452X2 | 1 | 3 | 1 |  |  |  |  | Y |  |  |
| T51F01 | AIR DATA SYSTEM | 452X2 | 2 | 6 | 1.5 |  |  |  |  | Y |  |  |
| T51001 | FLIGHT INSTRUMENTS | 452X2 | 2 | 2 | 1.5 |  |  |  |  | Y |  |  |
| T55DB1 | SIGNAL ACQUISTN UN | 452X2 | 3 | 2 | 1.5 |  |  |  |  |  |  |  |
| T55D01 | CRASH SURVIVBL FDRS | 452X2 | 2 | 3 | 1 |  |  |  |  |  |  |  |
| T63A01 |  | 452X2 | 2 | 4 | 1 |  |  |  |  | Y |  |  |
| T63BL1 | R/T1505 AFT TO 1460 | 452X2 | 2 | 5 | 1.4 |  |  |  |  | Y |  |  |

F-16C BLK 40/42 LCOM TASKS
AGE USAGE WORKSHEET

| LCOM | | | | 500 | | PERCENTAGE AGE USEAGE FOR LCOM TASK | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TASK | TASK DESCRIPTION OR | | | DAY | AVG. | MC-1A | MC-2A | | AM32C-10 | AM32A-10 | MJ-2A | NF-2D |
| NAME | SYSTEM/SUBSYSTEM | AFSC | # | HITS | TIME | COMPRS | COMPRS | N2 CART | AIR CON | PWR GEN | HYDRL | LITE ALL |
| T63B01 | COMM SET UHF | 452X2 | 2 | 8 | 0.6 | | | | | Y | | |
| T63C01 | SYS SEC VOICE COMM | 452X2 | 2 | 2 | 3.8 | | | | | Y | | |
| T63001 | UHF COMMUNICATIONS | 452X2 | 2 | 2 | 1.1 | | | | | Y | | |
| T64001 | INTERPHONE SYSTEM | 452X2 | 2 | 2 | 0.3 | | | | | Y | | |
| T65A01 | AIR/GROUND IFF SET | 452X2 | 3 | 2 | 2 | | | | Y | Y | | |
| T69AC1 | PANEL AUXILLRY COMM | 452X2 | 2 | 2 | 0.5 | | | | | Y | | |
| T71DA1 | RCVR/PROCESSOR GPS | 452X2 | 2 | 3 | 1.1 | | | | Y | Y | | |
| T71D01 | GLOBAL POSNG SYS | 452X2 | 2 | 15 | 1.1 | | | | Y | Y | | |
| T71001 | RADIO NAVIGATION | 452X2 | 1 | 2 | 1 | | | | Y | Y | | |
| T74AN1 | MODULAR LPRF | 452X2 | 1 | 9 | 1 | | | | Y | Y | | |
| T74AP1 | XMITTER DUAL MODE | 452X2 | 2 | 2 | 1 | | | | Y | Y | | |
| T74AQ1 | PROG SIGNL PROCSSR | 452X2 | 2 | 2 | 1 | | | | Y | Y | | |
| T74A01 | FIRE CONT RADAR SET | 452X2 | 2 | 12 | 1.3 | | | | Y | Y | | |
| T74BT1 | PDU DEFRACTIVE HUD | 452X2 | 1 | 2 | 1 | | | | Y | Y | | |
| T74B01 | HEAD UP DISPLAY SET | 452X2 | 1 | 2 | 1 | | | | Y | Y | | |
| T74CE1 | GEN AVIONICS COMPTR | 452X2 | 2 | 4 | 1.3 | | | | Y | Y | | |
| T74DA1 | INERTIAL NAVIG UNIT | 452X2 | 2 | 2 | 1 | | | | Y | Y | | |
| T74DF1 | INERTIAL NAVIGTN UN | 452X2 | 2 | 2 | 1.5 | | | | Y | Y | | |
| T74DG1 | BATTERY INU | 452X2 | 2 | 1 | 1 | | | | Y | Y | | |
| T74D01 | INERTIAL NAVIG SET | 452X2 | 2 | 3 | 1.5 | | | | Y | Y | | |
| T74GB1 | RECORDER A-B VD TP | 455S0 | 2 | 5 | 0.4 | | | | Y | Y | | |
| T74GD1 | | 455S0 | 2 | 3 | 1 | | | | Y | Y | | |
| T74G01 | AIRBORN VIDEO SYS | 455S0 | 2 | 2 | 7 | | | | Y | Y | | |
| T74H91 | NOC | 452X2 | 2 | 1 | 2 | | | | Y | Y | | |
| T74JE1 | BATTERY DEEU | 452X2 | 2 | 8 | 1.3 | | | | Y | Y | | |
| T74J01 | DATA ENTRY CP INTFC | 452X2 | 3 | 4 | 1 | | | | Y | Y | | |
| T74KA1 | MULTIFNCTN DISPLAY | 452X2 | 2 | 4 | 1.1 | | | | Y | Y | | |
| T74K01 | MULTIFCTN DSPLY SET | 452X2 | 3 | 3 | 1.3 | | | | Y | Y | | |
| T74LA1 | RCVR/XMTR RDR ALT | 452X2 | 2 | 4 | 0.9 | | | | Y | Y | | |
| T74L01 | RADAR ALTIMETER | 452X2 | 2 | 5 | 1.7 | | | | Y | Y | | |
| T74N01 | LNTN TGT AN/AAQ-14 | 452X2 | 2 | 2 | 3 | | | | Y | Y | | |
| T74P01 | NAVIGATIONAL SET | 452X2 | 2 | 1 | 4.5 | | | | Y | Y | | |

F-16C BLK 40/42 LCOM TASKS
AGE USAGE WORKSHEET

| LCOM | | | | 500 | | PERCENTAGE AGE USEAGE FOR LCOM TASK | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TASK | TASK DESCRIPTION OR | | | DAY | AVG. | MC-1A | MC-2A | | AM32C-10 | AM32A-10 | MJ-2A | NF-2D |
| NAME | SYSTEM/SUBSYSTEM | AFSC | # | HITS | TIME | COMPRS | COMPRS | N2 CART | AIR CON | PWR GEN | HYDRL | LITE ALL |
| T74Z01 | MUX BUSSES | 452X2 | 3 | 1 | 8 | | | | Y | Y | | |
| T75A01 | GUN SYSTEM | 462X0 | 1 | 1 | 0.5 | | | | Y | Y | | |
| T75A91 | NOC | 462X0 | 3 | 3 | 8 | | | | Y | Y | | |
| T75BA1 | PYLON WING WEAPONS | 462X0 | 3 | 2 | 2.3 | | | | Y | Y | | |
| T75CB1 | LAUNCHER WING TIP | 462X0 | 3 | 2 | 4.5 | | | | Y | Y | | |
| T75CJ1 | DISP BOMB SUU-20B/A | 462X0 | 3 | 4 | 1 | | | | Y | Y | | |
| T75CL1 | LAUNCHR MSL LAU-117 | 462X0 | 3 | 3 | 2.3 | | | | Y | Y | | |
| T75C01 | WEAPON RACK SYSTEM | 462X0 | 2 | 2 | 1.5 | | | | Y | Y | | |
| T75DQ1 | INTFC UNIT ENH CTRL | 462X0 | 1 | 4 | 0.1 | | | | Y | Y | | |
| T75001 | WEAPONS DELIVERY | 452X2 | 3 | 2 | 2 | | | | Y | Y | | |
| T75002 | WEAPONS DELIVERY | 462S0 | 1 | 1 | 5.9 | | | | Y | Y | | |
| T75003 | WEAPONS DELIVERY | 462X0 | 3 | 2 | 0.8 | | | | Y | Y | | |
| T76BC1 | BLNKR UNT ADV INTFC | 452X2 | 2 | 6 | 1.9 | | | | Y | Y | | |
| T76B01 | INTRFRNCE BLNKR SET | 452X2 | 2 | 10 | 1.1 | | | | Y | Y | | |
| T76C01 | ECM POD SET | 452X2 | 2 | 4 | 1 | | | | Y | Y | | |
| T76DC1 | SEQUENCE SWITCH | 452X2 | 1 | 3 | 1 | | | | Y | Y | | |
| T76DD1 | DISPNSR CHAFF-FLARE | 452X2 | 3 | 3 | 1 | | | | Y | Y | | |
| T76DJ1 | DSPNSR CHAF-FLR -38 | 452X2 | 2 | 4 | 1 | | | | Y | Y | | |
| T76D01 | CHAFF-FLARE DISP ST | 452X2 | 2 | 7 | 1.4 | | | | Y | Y | | |
| T76EG1 | SIGNAL PROCESSER | 452X2 | 2 | 1 | 0.5 | | | | Y | Y | | |
| T76E01 | RAD THREAT WARN SET | 452X2 | 2 | 14 | 1.8 | | | | Y | Y | | |
| V11A01 | NOSE SECTION | 452X4 | 1 | 1 | 0.2 | Y | | | | | | |
| V11CB1 | DR LWR STRK LH 2101 | 452X4 | 3 | 2 | 6 | | | | | | | |
| V11C01 | FWD FUSELAGE SEC | 452X5 | 2 | 2 | 1 | Y | | | | | | |
| V11C91 | NOC | 452X4 | 2 | 4 | 0.5 | | | | | | | |
| V11GD1 | COV ENG ACC LH 4301 | 452X4 | 3 | 4 | 0.8 | | | | | | | |
| V11JB1 | FAIR FWD LH LO 4431 | 452X4 | 3 | 2 | 4 | | | | | | | |
| V11001 | AIRFRAME | 452X4 | 2 | 5 | 1.4 | Y | | | | | | |
| V11091 | | 452X4 | 3 | 1 | 2.8 | Y | | | | | | |
| V12A01 | COCKP SUPP STRUCT | 452X2 | 1 | 3 | 0.1 | | | | | | | |
| V12CA1 | CANOPY ASSY | 454S2 | 2 | 2 | 3.6 | | | | | | | |
| V12CC1 | ACTUATOR ASSEMBLY | 454S2 | 2 | 3 | 0.6 | | | | | | | |

F-16C BLK 40/42 LCOM TASKS
AGE USAGE WORKSHEET

| LCOM | | | | 500 | | PERCENTAGE AGE USEAGE FOR LCOM TASK | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TASK | TASK DESCRIPTION OR | | | DAY | AVG. | MC-1A | MC-2A | | AM32C-10 | AM32A-10 | MJ-2A | NF-2D |
| NAME | SYSTEM/SUBSYSTEM | AFSC | # | HITS | TIME | COMPRS | COMPRS | N2 CART | AIR CON | PWR GEN | HYDRL | LITE ALL |
| V12EA1 | REEL ASSY PWR INERT | 454S2 | 2 | 2 | 1 | | | | | | | |
| V12EB1 | STRUCTURE ASSY SEAT | 454S2 | 2 | 2 | 0.5 | | | | | | | |
| V12EH1 | DROGUE SYSTEM | 454S2 | 2 | 1 | 1 | | | | | | | |
| V12E01 | EJECTN SEAT ACES II | 454S2 | 2 | 13 | 2.5 | | | | | | | |
| V12091 | | 452X4 | 2 | 1 | 1 | | | | | | | |
| V13AA1 | VALVE MLG SELECTOR | 452X4 | 3 | 1 | 4 | | | | | | Y | |
| V13A91 | NOC | 452X2 | 2 | 1 | 1 | | | | | | Y | |
| V13F01 | NOSE WHL STEER SYS | 452X4 | 2 | 1 | 4 | | | | | | | |
| V13F02 | NOSE WHL STEER SYS | 452X5 | 1 | 4 | 0.2 | | | | | | | |
| V13HA1 | AXLE MLG L/H | 452X4 | 2 | 1 | 1.3 | | | | Y | Y | Y | Y |
| V13JA1 | STRUT SHOCK NLG | 452X4 | 1 | 4 | 0.7 | | | | | | Y | |
| V13LA1 | VALVE MLG BRAKE CTL | 452X4 | 3 | 5 | 0.8 | | | | Y | Y | Y | |
| V14AB1 | CONTROLLER STICK | 462X0 | 2 | 2 | 0.5 | | | | Y | Y | | |
| V14AP1 | CMPTR DIG FLGT CNTR | 452X2 | 3 | 3 | 0.9 | | | | Y | Y | | |
| V14A01 | PRIM FLT CONT ELECT | 452X2 | 3 | 7 | 0.7 | | | | Y | Y | | |
| V14CB1 | HORIZ STABILIZER | 458S1 | 2 | 4 | 1 | | | | Y | Y | | |
| V14C91 | NOC | 452X4 | 1 | 2 | 1 | | | | Y | Y | | |
| V14D01 | LEADING EDGE FLAPS | 452X4 | 1 | 1 | 2 | | | | Y | Y | | |
| V14F01 | AIR DATA | 452X2 | 3 | 7 | 0.7 | | | | Y | Y | | |
| V14F02 | AIR DATA | 452X2 | 1 | 2 | 1.5 | | | | Y | Y | | |
| V14F02 | AIR DATA | 452X4 | 1 | 2 | 1.5 | | | | Y | Y | | |
| V14001 | FLIGHT CONTROL SYS | 452X2 | 2 | 11 | 1.4 | | | | Y | Y | | |
| V14002 | FLIGHT CONTROL SYS | 452X4 | 3 | 4 | 3.1 | | | | Y | Y | | |
| V24AA1 | PWR UN TURBINE EPU | 452X5 | 2 | 2 | 0.3 | | | | | | | |
| V24AB1 | GAS GEN EMER PWR UN | 452X4 | 2 | 1 | 1.5 | | | | | | | |
| V24DA1 | STARTER JET FUEL | 452X4 | 1 | 2 | 0.3 | | | Y | Y | Y | | |
| V24EB1 | SHAFT POWER TAKEOFF | 452X4 | 1 | 1 | 3 | | | | | | | |
| V27EC1 | EXHAUST NOZZLE ASSY | 452X4 | 2 | 5 | 3 | | | | | | | |
| V27EC2 | EXHAUST NOZZLE ASSY | 454S0 | 1 | 2 | 1 | | | | | | | |
| V27GJ1 | LUBRICATION SYSTEM | 452X4 | 3 | 5 | 2.3 | | | | | | | |
| V27GP2 | ELECTRICAL SYSTEM | 452X4 | 2 | 3 | 2 | | | | | | | |
| V27GT1 | AIR/ANTI-ICE SYSTEM | 452X4 | 3 | 7 | 0.8 | | | | | Y | | |

F-16C BLK 40/42 LCOM TASKS
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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TASK | TASK DESCRIPTION OR | | | DAY | AVG. | MC-1A | MC-2A | | AM32C-10 | AM32A-10 | MJ-2A | NF-2D |
| NAME | SYSTEM/SUBSYSTEM | AFSC | # | HITS | TIME | COMPRS | COMPRS | N2 CART | AIR CON | PWR GEN | HYDRL | LITE ALL |
| V27G01 | ENGINE SYSTEMS | 452X4 | 3 | 2 | 5 | | | | | | | |
| V27Z01 | TURBOFAN ENGINE LRU | 452X4 | 2 | 2 | 0.1 | | | | | | | |
| V27Z02 | TURBOFAN ENGINE LRU | 454S0 | 2 | 3 | 3.5 | | | | | | | |
| V27Z02 | TURBOFAN ENGINE LRU | 458S1 | 2 | 3 | 3.5 | | | | | | | |
| V27Z03 | TURBOFAN ENGINE LRU | 454T0 | 1 | 2 | 1 | | | | | | | |
| V27Z04 | TURBOFAN ENGINE LRU | 454T0 | 1 | 2 | 6.5 | | | | | | | |
| V27Z04 | TURBOFAN ENGINE LRU | 458S1 | 1 | 2 | 6.5 | | | | | | | |
| V27Z05 | TURBOFAN ENGINE LRU | 458S1 | 1 | 6 | 1.7 | | | | | | | |
| V27Z91 | NOC | 452X4 | 1 | 2 | 0.1 | | | | | | | |
| V27001 | TURBOFAN POWR PLANT | 452X4 | 3 | 2 | 2.3 | | | | | | | |
| V27002 | TURBOFAN POWR PLANT | 458S1 | 2 | 5 | 1.8 | | | | | | | |
| V27091 | | 452X4 | 2 | 10 | 2.2 | | | | | | | |
| V271A1 | ENGINE INSTRUMENTS | 452X4 | 1 | 4 | 2 | | | | | | | |
| V41AA1 | VLV B/A REG SHTF 13 | 452X5 | 2 | 9 | 2.5 | | | | | Y | | |
| V41AB1 | TURBINE COOLING | 452X4 | 2 | 1 | 0.5 | | | | | Y | | |
| V41AC1 | CONT TEMP CABIN AIR | 452X5 | 2 | 7 | 0.5 | | | | | Y | | |
| V41AD1 | VLV RADAR COOL SHTF | 452X2 | 2 | 2 | 1 | | | | | Y | | |
| V41A01 | AIRCOND SUBSYSTEM | 452X2 | 2 | 7 | 1.7 | | | | | Y | | |
| V41A02 | AIRCOND SUBSYSTEM | 452X4 | 2 | 2 | 0.1 | | | | | Y | | |
| V41A03 | AIRCOND SUBSYSTEM | 452X5 | 3 | 5 | 0.8 | | | | | Y | | |
| V41A91 | NOC | 452X5 | 2 | 2 | 2 | | | | | | | |
| V41B01 | PRESSURIZATION | 452X5 | 2 | 3 | 2 | | | | Y | Y | | |
| V42AA1 | CONSTANT SPEED DRIV | 452X5 | 2 | 1 | 2 | | | | | | | |
| V42AJ1 | GEN 10 KVA/FLCS PMG | 452X5 | 2 | 1 | 1 | | | | | | | |
| V42A01 | AC GEN DRIVE ASSY | 452X2 | 2 | 2 | 1 | | | | | | | |
| V42GA1 | BATTERY AIRCRAFT | 452S5 | 2 | 2 | 2.1 | | | | | Y | | |
| V42GA2 | BATTERY AIRCRAFT | 452S5 | 1 | 2 | 0.6 | | | | | Y | | |
| V42GA2 | BATTERY AIRCRAFT | 452X4 | 1 | 2 | 0.6 | | | | | Y | | |
| V42GA3 | BATTERY AIRCRAFT | 452S5 | 1 | 3 | 4 | | | | | Y | | |
| V42GA3 | BATTERY AIRCRAFT | 452X5 | 1 | 3 | 4 | | | | | Y | | |
| V42GA4 | BATTERY AIRCRAFT | 452X4 | 1 | 4 | 0.2 | | | | | Y | | |
| V42GA5 | BATTERY AIRCRAFT | 452X5 | 2 | 2 | 1 | | | | | Y | | |

F-16C BLK 40/42 LCOM TASKS
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| LCOM | | | | 500 | | PERCENTAGE AGE USEAGE FOR LCOM TASK | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TASK | TASK DESCRIPTION OR | | | DAY | AVG. | MC-1A | MC-2A | | AM32C-10 | AM32A-10 | MJ-2A | NF-2D |
| NAME | SYSTEM/SUBSYSTEM | AFSC | # | HITS | TIME | COMPRS | COMPRS | N2 CART | AIR CON | PWR GEN | HYDRL | LITE ALL |
| V42GC1 | BATTRERY A/C IN PRF | 452S5 | 2 | 6 | 0.2 | | | | | Y | | |
| V42001 | ELECT POWER SYSTEM | 452X4 | 1 | 4 | 0.5 | | | | Y | Y | | |
| V44AA1 | LIGHT TAXI | 452X4 | 1 | 2 | 0.6 | | | | | Y | | |
| V44A01 | EXTERIOR LIGHT SYS | 452X4 | 1 | 1 | 0.5 | | | | | Y | | |
| V44CA1 | LIGHT MASTR CAUTION | 452X5 | 2 | 2 | 1 | | | | | Y | | |
| V44001 | LIGHTING SYSTEM | 452X2 | 2 | 1 | 1.5 | | | | | Y | | |
| V45AC1 | TRANS HYD PRESSURE | 452X4 | 2 | 2 | 1.5 | | | Y | Y | Y | Y | |
| V45AH1 | RESERVOIR HYD 800CI | 452X4 | 1 | 1 | 0.1 | | | Y | Y | Y | Y | |
| V45A91 | NOC | 452X4 | 2 | 3 | 1 | | | Y | Y | Y | Y | |
| V46AP1 | HEAT EXCH FUEL/OIL | 454S3 | 3 | 2 | 6.3 | Y | | | | | | |
| V46A01 | ENGINE SUPPLY | 454S3 | 3 | 4 | 2.3 | | | | | | | |
| V46B01 | REFUEL & DEFUEL SYS | 454S3 | 3 | 2 | 4.5 | | | | | | | |
| V46CA1 | VLV VNT/PRESS EX TK | 454S3 | 3 | 3 | 2 | Y | | | | | | |
| V46CN1 | RESERVOIR HALON | 452S5 | 2 | 2 | 4 | Y | | | | | | |
| V46CN2 | RESERVOIR HALON | 452X4 | 1 | 5 | 1 | Y | | | | | | |
| V46DA1 | TANK WING | 454S3 | 2 | 4 | 0.9 | Y | | | | | | |
| V46DB1 | TANK FWD BLADDER F1 | 454S3 | 3 | 2 | 7.5 | | | | Y | Y | | |
| V46ED1 | INDICATOR FUEL FLOW | 454S3 | 2 | 3 | 2 | | | | | Y | | |
| V46E01 | FUEL INDICATING-CON | 452X2 | 3 | 1 | 4 | | | | | Y | | |
| V46FA1 | TANK 370 GALLON EXT | 452X4 | 3 | 5 | 2.5 | Y | | | | | | |
| V46FB1 | PYLON 370 GAL TANK | 452X4 | 2 | 4 | 1.5 | Y | | | | | | |
| V46FD1 | TK 370 GAL EXT PYLN | 454S3 | 2 | 3 | 4 | Y | | | | | | |
| V46F01 | FUEL TANKS EXTERNAL | 452X4 | 1 | 2 | 0.5 | Y | | | | | | |
| V46F02 | FUEL TANKS EXTERNAL | 454S3 | 3 | 1 | 6.5 | Y | | | | | | |
| V46001 | FUEL SYSTEM | 452X4 | 3 | 3 | 7.5 | | | | Y | Y | | |
| V46002 | FUEL SYSTEM | 454S3 | 3 | 16 | 5.1 | | | | Y | Y | | |
| V47AA1 | CONVERTER LOX 5 LIT | 452S5 | 2 | 4 | 3 | | | | | | | |
| V47AA2 | CONVERTER LOX 5 LIT | 452X5 | 2 | 2 | 2 | | | | | | | |
| V47AD1 | REGULTOR OXY BRTHNG | 452X2 | 1 | 1 | 1.5 | | | | Y | Y | | |
| V49AB1 | EL SENSNG 126 INCH | 452X5 | 2 | 1 | 1 | | | | Y | Y | | |
| V51AA1 | INDICATOR AIRSP MCH | 452X2 | 2 | 3 | 0.5 | | | | | Y | | |
| V51BB1 | IND ATTITUDE DIRECT | 452X2 | 1 | 2 | 0.5 | | | | | Y | | |

F-16C BLK 40/42 LCOM TASKS
AGE USAGE WORKSHEET

| LCOM | | | | 500 | | PERCENTAGE AGE USEAGE FOR LCOM TASK | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TASK | TASK DESCRIPTION OR | | | DAY | AVG. | MC-1A | MC-2A | | AM32C-10 | AM32A-10 | MJ-2A | NF-2D |
| NAME | SYSTEM/SUBSYSTEM | AFSC | # | HITS | TIME | COMPRS | COMPRS | N2 CART | AIR CON | PWR GEN | HYDRL | LITE ALL |
| V51CC1 | LIGHT INDEXER AOA | 452X2 | 3 | 3 | 1 | | | | | Y | | |
| V51FA1 | COMPUTER CADC | 452X2 | 3 | 2 | 1 | | | | | Y | | |
| V51001 | FLIGHT INSTRUMENTS | 452X4 | 2 | 3 | 0.1 | | | | | Y | | |
| V55DB1 | SIGNAL ACQUISTN UN | 452X2 | 3 | 4 | 2 | | | | | | | |
| V55D01 | CRASH SURVIVBL FDRS | 452X2 | 3 | 2 | 4 | | | | | | | |
| V62C01 | VHF COMM SET | 452X2 | 2 | 3 | 2.5 | | | | | Y | | |
| V62001 | VHF COMMUNICATIONS | 452X2 | 2 | 1 | 0.5 | | | | | Y | | |
| V63BL1 | R/T1505 AFT TO 1460 | 452X2 | 2 | 2 | 0.7 | | | | | Y | | |
| V63B01 | COMM SET UHF | 452X2 | 2 | 1 | 2 | | | | | Y | | |
| V63001 | UHF COMMUNICATIONS | 452X2 | 3 | 3 | 1.8 | | | | | Y | | |
| V64AL1 | MESSAGE UNIT VOICE | 452X2 | 1 | 2 | 0.5 | | | | | Y | | |
| V65AD1 | TRANSPONDER COMPUTR | 452X2 | 2 | 1 | 1 | | | | Y | Y | | |
| V65A01 | AIR/GROUND IFF SET | 452X2 | 2 | 2 | 2.3 | | | | Y | Y | | |
| V71A01 | TACAN NAVIGTION SET | 452X2 | 3 | 1 | 2 | | | | Y | Y | | |
| V71D01 | GLOBAL POSNG SYS | 452X2 | 1 | 7 | 1 | | | | Y | Y | | |
| V74A01 | FIRE CONT RADAR SET | 452X2 | 2 | 4 | 1 | | | | Y | Y | | |
| V74BK1 | HUD PLT'S DSPL LTRN | 452X2 | 1 | 1 | 0.6 | | | | Y | Y | | |
| V74D01 | INERTIAL NAVIG SET | 452X2 | 3 | 4 | 0.8 | | | | Y | Y | | |
| V74H01 | DATA TRANSFER EQUIP | 452X2 | 2 | 3 | 1 | | | | Y | Y | | |
| V74J01 | DATA ENTRY CP INTFC | 452X2 | 2 | 1 | 0.5 | | | | Y | Y | | |
| V74K01 | MULTIFCTN DSPLY SET | 452X2 | 2 | 1 | 8 | | | | Y | Y | | |
| V74PG1 | POD CONTROL COMPTR | 452X4 | 1 | 1 | 1.5 | | | | Y | Y | | |
| V74P01 | NAVIGATIONAL SET | 452X2 | 2 | 3 | 0.5 | | | | Y | Y | | |
| V75AA1 | GUN ASSEMBLY 20MM | 462X0 | 1 | 2 | 0.1 | | | | Y | Y | | |
| V75A01 | GUN SYSTEM | 462X0 | 3 | 6 | 1.4 | | | | Y | Y | | |
| V75BA2 | PYLON WING WEAPONS | 462X0 | 3 | 3 | 2.8 | | | | Y | Y | | |
| V75BB1 | PYLON CENTERLINE | 462X0 | 3 | 4 | 1 | | | | Y | Y | | |
| V75CA1 | LAUNCHER UNDERWING | 462X0 | 3 | 9 | 1.2 | | | | Y | Y | | |
| V75CB1 | LAUNCHER WING TIP | 462X0 | 3 | 18 | 0.9 | | | | Y | Y | | |
| V75CJ1 | DISP BOMB SUU-20B/A | 462X0 | 3 | 5 | 0.8 | | | | Y | Y | | |
| V75CK1 | RACK EJECT TER-9/A | 462X0 | 3 | 7 | 1 | | | | Y | Y | | |
| V75CL1 | LAUNCHR MSL LAU-117 | 462X0 | 3 | 1 | 1.9 | | | | Y | Y | | |

F-16C BLK 40/42 LCOM TASKS
AGE USAGE WORKSHEET

| LCOM | | | | 500 | | PERCENTAGE AGE USEAGE FOR LCOM TASK | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TASK | TASK DESCRIPTION OR | | | DAY | AVG. | MC-1A | MC-2A | | AM32C-10 | AM32A-10 | MJ-2A | NF-2D |
| NAME | SYSTEM/SUBSYSTEM | AFSC | # | HITS | TIME | COMPRS | COMPRS | N2 CART | AIR CON | PWR GEN | HYDRL | LITE ALL |
| V75CP1 | LNCR MSL UW LAU-129 | 462X0 | 3 | 47 | 1 | | | | Y | Y | | |
| V75DD1 | RMTE INT JET-RL SMS | 462X0 | 3 | 1 | 0.8 | | | | Y | Y | | |
| V75DQ1 | INTFC UNIT ENH CTRL | 462X0 | 3 | 2 | 0.8 | | | | Y | Y | | |
| V75D01 | STORES MGT SYSTEM | 462X0 | 3 | 1 | 0.5 | | | | Y | Y | | |
| V75001 | WEAPONS DELIVERY | 462X0 | 3 | 10 | 0.6 | | | | Y | Y | | |
| V76BC1 | BLNKR UNT ADV INTFC | 452X2 | 2 | 4 | 1.3 | | | | Y | Y | | |
| V76CE1 | POD ALQ-131 | 452X2 | 3 | 5 | 1.3 | | | | Y | Y | | |
| V76C01 | ECM POD SET | 452X2 | 2 | 9 | 1 | | | | Y | Y | | |
| V76EE1 | RECEIVER CONTR FSRS | 452X2 | 2 | 1 | 0.5 | | | | Y | Y | | |
| V76E01 | RAD THREAT WARN SET | 452X2 | 2 | 12 | 1.5 | | | | Y | Y | | |
| V97AF1 | DET TRNS 51126-1 | 454S2 | 2 | 5 | 0.1 | | | | | | | Y |
| X11AB1 | RADOME ASSY NOSE | 452X2 | 3 | 2 | 3 | | | | | | | |
| X11AB2 | RADOME ASSY NOSE | 452X4 | 3 | 3 | 1 | | | | | | | |
| X11AD1 | DOOR FWD BAY RH1202 | 452X4 | 2 | 1 | 2 | | | | | | | |
| X11A91 | NOC | 452X4 | 2 | 1 | 1.5 | | | | | | | |
| X11BD1 | | 452X4 | 2 | 3 | 2 | | | | | | | |
| X11CB1 | DR LWR STRK LH 2101 | 452X4 | 2 | 2 | 0.7 | | | | | | | |
| X11CD1 | COV LWR INLT ST2301 | 452X4 | 2 | 5 | 0.5 | | | | | | | |
| X11EA1 | FRAMES | 452X4 | 2 | 2 | 9.5 | | | | | | | |
| X11ED1 | DR ECS CMPT LH 3301 | 452X4 | 1 | 2 | 0.5 | | | Y | | | | |
| X11EE1 | COV AMMO DRUM 3401 | 452X4 | 2 | 3 | 1.5 | | | | | | | |
| X11E91 | NOC | 452X4 | 2 | 4 | 0.3 | | | | | | | |
| X11GD1 | COV ENG ACC LH 4301 | 452X4 | 1 | 14 | 1.2 | | | | | | | |
| X11LC1 | SL LLE FLP L-IB5303 | 452X4 | 2 | 10 | 1 | | | | | | | |
| X11LD1 | FAIR LWR FLAPRN5305 | 452X4 | 2 | 3 | 1 | | | | | | | |
| X11LF1 | SL UPR LEF L-IB5407 | 452X4 | 1 | 3 | 0.5 | | | Y | | | | |
| X11MC1 | SL LLE FLP R-IB6304 | 452X4 | 2 | 2 | 0.8 | | | | | | | |
| X11M91 | NOC | 452X4 | 1 | 11 | 0.8 | | | | | | | |
| X11091 | | 452X4 | 2 | 1 | 1 | | | | | | | |
| X12AE1 | CONSOLE PILOT LH | 452X2 | 2 | 2 | 0.5 | | | | | | | |
| X12AE2 | CONSOLE PILOT LH | 452X4 | 2 | 3 | 0.9 | | | | | | | |
| X12AG1 | GUIDE ASSY FOOT LH | 452X4 | 2 | 3 | 0.7 | | | | | | | |

F-16C BLK 40/42 LCOM TASKS
AGE USAGE WORKSHEET

| LCOM | | | | 500 | | PERCENTAGE AGE USEAGE FOR LCOM TASK | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TASK | TASK DESCRIPTION OR | | | DAY | AVG. | MC-1A | MC-2A | | AM32C-10 | AM32A-10 | MJ-2A | NF-2D |
| NAME | SYSTEM/SUBSYSTEM | AFSC | # | HITS | TIME | COMPRS | COMPRS | N2 CART | AIR CON | PWR GEN | HYDRL | LITE ALL |
| X12A91 | NOC | 452X4 | 2 | 2 | 3 | | | | | | | |
| X12CA1 | CANOPY ASSY | 454S2 | 3 | 37 | 4.2 | | | | | | | |
| X12CE1 | TRANSPRCY AFT FIXED | 452X4 | 2 | 9 | 4.2 | | | | | | | |
| X12DD1 | ACT SW CODE DSTRCT | 454S2 | 3 | 5 | 7.5 | | | | | | | |
| X12EA1 | REEL ASSY PWR INERT | 454S2 | 1 | 1 | 0.3 | | | | | | | |
| X12EB1 | STRUCTURE ASSY SEAT | 454S2 | 3 | 1 | 2 | | | | | | | |
| X12E01 | EJECTN SEAT ACES II | 454S2 | 3 | 23 | 3.8 | | | | | | | |
| X12Z91 | NOC | 452X4 | 2 | 3 | 1.2 | | | | | | | |
| X12Z92 | NOC | 454S2 | 2 | 3 | 0.5 | | | | | | | |
| X12091 | | 452X4 | 1 | 3 | 1 | | | | | | | |
| X13AC1 | LIGHT LANDING CONF | 452X2 | 2 | 1 | 5 | | | | | | Y | |
| X13A91 | NOC | 452X4 | 2 | 2 | 0.6 | | | | | | Y | |
| X13FA1 | ACTUATR NW STEERING | 452X4 | 1 | 1 | 1 | | | | | Y | Y | Y |
| X13HA1 | AXLE MLG L/H | 452X4 | 3 | 6 | 3.3 | | | | Y | Y | Y | Y |
| X13HC1 | HYD COMPONENTS | 452X4 | 2 | 2 | 2.5 | | | | Y | Y | Y | Y |
| X13JA1 | STRUT SHOCK NLG | 452X4 | 3 | 5 | 4.9 | | | | | | Y | |
| X13KA1 | MLG WHEEL/TIRE ASSY | 452X4 | 2 | 6 | 1.5 | | | | | | | |
| X13KB1 | NLG WHEEL/TIRE ASSY | 452X4 | 2 | 2 | 1.3 | | | | | | | |
| X13LA1 | VALVE MLG BRAKE CTL | 452X4 | 2 | 24 | 1.8 | | | | Y | Y | Y | |
| X13L01 | BRAKE/SKID CONTROL | 452X4 | 1 | 3 | 0.7 | | | | Y | Y | Y | |
| X14AA1 | COMPUTER FLGHT CONT | 452X4 | 1 | 1 | 1 | | | | Y | Y | | |
| X14AC1 | LINK RUDD PLT CONT | 452X4 | 2 | 1 | 1 | | | | Y | Y | | |
| X14AE1 | PANEL MANUAL TRIM | 452X2 | 2 | 5 | 1 | | | | Y | Y | | |
| X14AP1 | CMPTR DIG FLGT CNTR | 452X2 | 2 | 78 | 1.5 | | | | Y | Y | | |
| X14BA1 | INT SERVO ACT RUDD | 452X4 | 2 | 10 | 2.7 | | | | Y | Y | | |
| X14BD1 | INTG SRVO ACT SP PN | 452X4 | 1 | 2 | 0.2 | | | | Y | Y | | |
| X14CC1 | FLAPERON ASSY LH | 452X4 | 3 | 14 | 3.1 | | | | Y | Y | | |
| X14C91 | NOC | 452X4 | 2 | 2 | 3 | | | | Y | Y | | |
| X14DH1 | BRK ASSYMETRY LE DR | 452X4 | 3 | 1 | 2 | | | | Y | Y | | |
| X14DL1 | LEADING EDGE FLP LH | 452X4 | 3 | 1 | 1 | | | | Y | Y | | |
| X14D01 | LEADING EDGE FLAPS | 452X4 | 2 | 1 | 2 | | | | Y | Y | | |
| X14ED1 | SPEEDBRAKE LWR SRFC | 452X4 | 2 | 2 | 4 | | | | Y | Y | | |

F-16C BLK 40/42 LCOM TASKS
AGE USAGE WORKSHEET

| LCOM | | | | 500 | | PERCENTAGE AGE USEAGE FOR LCOM TASK | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TASK | TASK DESCRIPTION OR | | | DAY | AVG. | MC-1A | MC-2A | | AM32C-10 | AM32A-10 | MJ-2A | NF-2D |
| NAME | SYSTEM/SUBSYSTEM | AFSC | # | HITS | TIME | COMPRS | COMPRS | N2 CART | AIR CON | PWR GEN | HYDRL | LITE ALL |
| X14FC1 | PNEU SENSOR ASSY | 452X2 | 2 | 2 | 1.5 | | | | Y | Y | | |
| X14FG1 | TUBE PITOT STATIC | 452X4 | 1 | 3 | 2 | | | | Y | Y | | |
| X24AA1 | PWR UN TURBINE EPU | 452X5 | 2 | 1 | 3 | | | | | | | |
| X24AD1 | PUMP HYD EMERGENCY | 452X4 | 2 | 1 | 8 | | | | | | | |
| X24A01 | POWER SECTION EPU | 452X4 | 2 | 2 | 1.5 | | | | | | | |
| X24A91 | NOC | 452X4 | 2 | 2 | 2 | | | | | | | |
| X24BA1 | TANK ASSY HYDRAZINE | 452X4 | 1 | 1 | 1 | | | | | | | |
| X24BE1 | VALVE BA REG SHTFF | 452X2 | 2 | 4 | 2 | | | | | | | |
| X24DA1 | STARTER JET FUEL | 452X4 | 2 | 33 | 3.6 | | | Y | Y | Y | | |
| X24DC1 | CONT JET FUEL START | 452X4 | 2 | 14 | 1.4 | | | | | | | |
| X24DD1 | DUCT INLET | 452X4 | 2 | 4 | 4.4 | | | | | | | |
| X24DE1 | MOTOR HYD START | 452X4 | 1 | 2 | 1.5 | | | | | | | |
| X24DF1 | EXCITER IGNITION | 452X4 | 2 | 1 | 0.5 | | | | | Y | | |
| X24D91 | NOC | 452X4 | 2 | 2 | 1.2 | | | | | | | |
| X24EA1 | GEARBOX ACCESS DR | 452X4 | 2 | 1 | 8 | | | Y | Y | Y | Y | |
| X24EB1 | SHAFT POWER TAKEOFF | 452X4 | 2 | 21 | 1.6 | | | | | | | |
| X24001 | AUX POWER PLANT JFS | 452X4 | 2 | 4 | 2 | | | | | | | |
| X27AG1 | DRIVE COMPNENTS PTO | 452X4 | 2 | 7 | 0.8 | | | | | | | |
| X27A91 | NOC | 452X4 | 2 | 1 | 1 | | | | | | | |
| X27EC1 | EXHAUST NOZZLE ASSY | 452X4 | 2 | 6 | 0.7 | | | | | | | |
| X27ED1 | XDUCER NOZZLE POSTN | 452X4 | 2 | 2 | 3.3 | | | | | | | |
| X27E91 | NOC | 452X4 | 2 | 1 | 2 | | | | | | | |
| X27GA1 | MAIN FUEL SYSTEM | 452X4 | 2 | 4 | 1.9 | | | | | | | |
| X27GJ1 | LUBRICATION SYSTEM | 452X4 | 2 | 5 | 2 | | | | | | | |
| X27GP2 | ELECTRICAL SYSTEM | 452X4 | 2 | 36 | 2.2 | | | | | | | |
| X27GS1 | IGNITION SYSTEM | 452X4 | 2 | 1 | 0.7 | | | | | Y | | |
| X27G01 | ENGINE SYSTEMS | 452X4 | 3 | 5 | 8.3 | | | | | | | |
| X27G91 | NOC | 452X4 | 1 | 2 | 2 | | | | | | | |
| X27Z01 | TURBOFAN ENGINE LRU | 452X2 | 3 | 2 | 4 | | | | | | | |
| X27Z02 | TURBOFAN ENGINE LRU | 452X2 | 2 | 2 | 9.5 | | | | | | | |
| X27Z02 | TURBOFAN ENGINE LRU | 452X4 | 2 | 2 | 9.5 | | | | | | | |
| X27Z03 | TURBOFAN ENGINE LRU | 452X4 | 3 | 122 | 6.6 | | | | | | | |

F-16C BLK 40/42 LCOM TASKS
AGE USAGE WORKSHEET

| LCOM | | | | 500 | | PERCENTAGE AGE USEAGE FOR LCOM TASK | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TASK | TASK DESCRIPTION OR | | | DAY | AVG. | MC-1A | MC-2A | | AM32C-10 | AM32A-10 | MJ-2A | NF-2D |
| NAME | SYSTEM/SUBSYSTEM | AFSC | # | HITS | TIME | COMPRS | COMPRS | N2 CART | AIR CON | PWR GEN | HYDRL | LITE ALL |
| X27001 | TURBOFAN POWR PLANT | 452X4 | 3 | 17 | 5.4 | | | | | | | |
| X271B1 | RACK ASSY CONTROL | 452X4 | 2 | 7 | 3.5 | | | | | | | |
| X271D1 | ENGINE MOUNT SYSTEM | 452X4 | 1 | 3 | 2.5 | | | | | | | |
| X271F1 | ENG INLET ICE DETCT | 452X4 | 1 | 8 | 0.8 | | | | | Y | | |
| X271J1 | ENGINE WARNING SYS | 452X4 | 2 | 4 | 2 | | | | | Y | | |
| X27191 | NOC | 452X4 | 1 | 1 | 1 | | | | | | | |
| X41AA1 | VLV B/A REG SHTF 13 | 452S5 | 3 | 3 | 1.1 | | | | | Y | | |
| X41AA3 | VLV B/A REG SHTF 13 | 452X5 | 2 | 5 | 1.5 | | | | | Y | | |
| X41AB1 | TURBINE COOLING | 452X5 | 1 | 1 | 0.2 | | | | | Y | | |
| X41AD1 | VLV RADAR COOL SHTF | 452X5 | 2 | 3 | 3 | | | | | Y | | |
| X42AJ1 | GEN 10 KVA/FLCS PMG | 452X5 | 2 | 2 | 2.3 | | | | | | | |
| X42AN1 | CONVERTER/REGULATOR | 452X2 | 2 | 1 | 2 | | | | | | | |
| X42BD1 | GEN CNTRL UN 10 KVA | 452X5 | 2 | 4 | 3 | | | | | | | |
| X42GA1 | BATTERY AIRCRAFT | 452X2 | 2 | 1 | 1 | | | | | Y | | |
| X42GA2 | BATTERY AIRCRAFT | 452X4 | 2 | 222 | 0.9 | | | | | Y | | |
| X42GC1 | BATTRERY A/C IN PRF | 452X4 | 2 | 65 | 1.2 | | | | | Y | | |
| X42GD1 | CONTRL UNIT CHARGER | 452X2 | 2 | 2 | 1 | | | | | Y | | |
| X42GD2 | CONTRL UNIT CHARGER | 452X4 | 2 | 4 | 1 | | | | | Y | | |
| X42G91 | NOC | 452X2 | 2 | 4 | 1 | | | | Y | Y | | |
| X44AA1 | LIGHT TAXI | 452X4 | 1 | 28 | 1 | | | | | Y | | |
| X44AC1 | PWR SUP ANTI-COL LT | 452X2 | 2 | 2 | 2 | | | | | Y | | |
| X44A91 | NOC | 452X5 | 2 | 2 | 1 | | | | | Y | | |
| X44BA1 | PANEL INT LIGHT CNT | 452X4 | 2 | 1 | 2 | | | | | Y | | |
| X45AA1 | PUMP HED SY A P1103 | 452X4 | 3 | 14 | 2.9 | | | Y | Y | Y | Y | |
| X45AH1 | RESERVOIR HYD 800CI | 452X4 | 2 | 4 | 3.3 | | | Y | Y | Y | Y | |
| X45A91 | NOC | 452X4 | 2 | 46 | 0.7 | | | Y | Y | Y | Y | |
| X45B91 | NOC | 452X4 | 2 | 2 | 0.5 | | | Y | Y | Y | Y | |
| X46AB1 | PUMP WING SCAVANGE | 454S3 | 3 | 4 | 5 | Y | | | | | | |
| X46A91 | NOC | 452X4 | 2 | 2 | 0.5 | Y | | | | | | |
| X46CA1 | VLV VNT/PRESS EX TK | 454S3 | 3 | 2 | 5.8 | Y | | | | | | |
| X46CN1 | RESERVOIR HALON | 452S5 | 2 | 1 | 0.5 | Y | | | | | | |
| X46CN2 | RESERVOIR HALON | 452X4 | 1 | 29 | 1 | Y | | | | | | |

F-16C BLK 40/42 LCOM TASKS
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| LCOM | | | | 500 | | PERCENTAGE AGE USEAGE FOR LCOM TASK | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TASK | TASK DESCRIPTION OR | | | DAY | AVG. | MC-1A | MC-2A | | AM32C-10 | AM32A-10 | MJ-2A | NF-2D |
| NAME | SYSTEM/SUBSYSTEM | AFSC | # | HITS | TIME | COMPRS | COMPRS | N2 CART | AIR CON | PWR GEN | HYDRL | LITE ALL |
| X46DA1 | TANK WING | 454S3 | 3 | 3 | 0.5 | Y | | | | | | |
| X46ED1 | INDICATOR FUEL FLOW | 452X2 | 2 | 2 | 1 | | | | | Y | | |
| X46EE1 | CONTROL UNIT FUEL L | 452X2 | 2 | 1 | 1 | | | | | Y | | |
| X46EL1 | XMTR FL QTY F1 TK F | 452X4 | 2 | 2 | 0.5 | | | | | Y | | |
| X46FA1 | TANK 370 GALLON EXT | 452X4 | 2 | 7 | 0.7 | Y | | | | | | |
| X46FC1 | DISC EXT TK FL WING | 452X4 | 2 | 2 | 0.7 | Y | | | | | | |
| X46FD1 | TK 370 GAL EXT PYLN | 452X4 | 1 | 6 | 1 | Y | | | | | | |
| X47AA2 | CONVERTER LOX 5 LIT | 452X4 | 1 | 158 | 1 | | | | | | | |
| X47AA3 | CONVERTER LOX 5 LIT | 452X4 | 1 | 3 | 1 | | | | | | | |
| X47AA3 | CONVERTER LOX 5 LIT | 452X5 | 1 | 3 | 1 | | | | | | | |
| X47AA4 | CONVERTER LOX 5 LIT | 452X5 | 2 | 11 | 1.6 | | | | | | | |
| X47AB1 | SW OXY LO PRES WRNG | 452X4 | 1 | 2 | 0.3 | | | | Y | Y | | |
| X47A91 | NOC | 452X4 | 1 | 1 | 1 | | | | | | | |
| X49AB1 | EL SENSNG 126 INCH | 452X5 | 2 | 1 | 2 | | | | | | | |
| X51AB1 | ALTIMETER SERVOED | 452X2 | 2 | 4 | 1.5 | | | | | Y | | |
| X51AF1 | | 452X2 | 2 | 1 | 0.1 | | | | | Y | | |
| X51BA1 | IND HORIZ SITUATION | 452X2 | 1 | 2 | 0.3 | | | | | Y | | |
| X51BB1 | IND ATTITUDE DIRECT | 452X2 | 2 | 1 | 0.8 | | | | | Y | | |
| X51D91 | NOC | 452X4 | 2 | 4 | 1 | | | | | Y | | |
| X55AD1 | TRANSMITTER SURFACE | 452X4 | 3 | 4 | 1.5 | | | | | | | |
| X63BL1 | R/T1505 AFT TO 1460 | 452X2 | 2 | 55 | 1.1 | | | | | Y | | |
| X63CB1 | PRCS/ADPTR SEC VOIC | 452X2 | 2 | 2 | 1.5 | | | | | Y | | |
| X63C01 | SYS SEC VOICE COMM | 452X2 | 2 | 2 | 2 | | | | | Y | | |
| X65AA1 | RECEIVER TRANSMITTE | 452X2 | 2 | 1 | 0.5 | | | | Y | Y | | |
| X65AD1 | TRANSPONDER COMPUTR | 452X2 | 2 | 1 | 7 | | | | Y | Y | | |
| X69AA1 | PANEL ASSY AUDIO 1 | 452X2 | 3 | 4 | 3 | | | | | Y | | |
| X69AC1 | PANEL AUXILLRY COMM | 452X2 | 1 | 2 | 0.5 | | | | | Y | | |
| X71AA1 | RCVR XMITTER TACAN | 452X2 | 3 | 7 | 0.5 | | | | Y | Y | | |
| X71C01 | A VHCL NAV SBSYS | 452X4 | 1 | 4 | 0.5 | | | | Y | Y | | |
| X71DA1 | RCVR/PROCESSOR GPS | 452X2 | 2 | 1 | 1 | | | | Y | Y | | |
| X71D01 | GLOBAL POSNG SYS | 452X2 | 2 | 4 | 4.7 | | | | Y | Y | | |
| X74AG1 | | 452X2 | 2 | 1 | 1 | | | | Y | Y | | |

F-16C BLK 40/42 LCOM TASKS
AGE USAGE WORKSHEET

| LCOM | | | | 500 | | PERCENTAGE AGE USEAGE FOR LCOM TASK | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TASK | TASK DESCRIPTION OR | | | DAY | AVG. | MC-1A | MC-2A | | AM32C-10 | AM32A-10 | MJ-2A | NF-2D |
| NAME | SYSTEM/SUBSYSTEM | AFSC | # | HITS | TIME | COMPRS | COMPRS | N2 CART | AIR CON | PWR GEN | HYDRL | LITE ALL |
| X74AM1 | RADAR ANTENNA | 452X2 | 2 | 11 | 1.6 | | | | Y | Y | | |
| X74AN1 | MODULAR LPRF | 452X2 | 2 | 1 | 1 | | | | Y | Y | | |
| X74AP1 | XMITTER DUAL MODE | 452X2 | 2 | 7 | 1.1 | | | | Y | Y | | |
| X74AQ1 | PROG SIGNL PROCSSR | 452X2 | 2 | 11 | 1.1 | | | | Y | Y | | |
| X74AU1 | WAVEGUIDE ASSY | 452X2 | 2 | 3 | 1 | | | | Y | Y | | |
| X74A01 | FIRE CONT RADAR SET | 452X2 | 2 | 1 | 1 | | | | Y | Y | | |
| X74A91 | NOC | 452X2 | 2 | 3 | 2 | | | | Y | Y | | |
| X74BT1 | PDU DEFRACTIVE HUD | 452X2 | 2 | 14 | 1.2 | | | | Y | Y | | |
| X74BU1 | ELCTRN UN DIFF HUD | 452X2 | 2 | 5 | 0.7 | | | | Y | Y | | |
| X74CE1 | GEN AVIONICS COMPTR | 452X2 | 2 | 7 | 1.3 | | | | Y | Y | | |
| X74DF1 | INERTIAL NAVIGTN UN | 452X2 | 2 | 4 | 0.8 | | | | Y | Y | | |
| X74DG1 | BATTERY INU | 452X2 | 2 | 10 | 2.3 | | | | Y | Y | | |
| X74D01 | INERTIAL NAVIG SET | 452X2 | 2 | 4 | 2.4 | | | | Y | Y | | |
| X74GA1 | SENSOR CVTS CKPT TV | 455S0 | 2 | 1 | 0.9 | | | | Y | Y | | |
| X74GB1 | RECORDER A-B VD TP | 455S0 | 2 | 19 | 0.9 | | | | Y | Y | | |
| X74JA1 | DATA ENTRY DISPLAY | 452X2 | 2 | 1 | 1 | | | | Y | Y | | |
| X74JL1 | EXP DAT ENT ELCT UN | 452X2 | 2 | 7 | 0.9 | | | | Y | Y | | |
| X74KB1 | PRGMMBL DSPLY GNRTR | 452X2 | 2 | 5 | 1.1 | | | | Y | Y | | |
| X74KE1 | MONTR AFT SEAT HUD | 455S0 | 2 | 2 | 2 | | | | Y | Y | | |
| X74LA1 | RCVR/XMTR RDR ALT | 452X2 | 2 | 2 | 1.7 | | | | Y | Y | | |
| X74LC1 | ANT RADAR ALT FWD | 452X2 | 1 | 1 | 1 | | | | Y | Y | | |
| X74LE1 | CONVERTER SGNL DATA | 452X2 | 1 | 1 | 1 | | | | Y | Y | | |
| X74L91 | NOC | 452X2 | 2 | 5 | 0.3 | | | | Y | Y | | |
| X74PA1 | ANTENNA GIMBAL ASSY | 452X2 | 2 | 3 | 1 | | | | Y | Y | | |
| X74PH1 | ENVRN CNTL UNIT | 452X2 | 1 | 1 | 4 | | | | Y | Y | | |
| X74P01 | NAVIGATIONAL SET | 452X2 | 2 | 7 | 1 | | | | Y | Y | | |
| X74ZA1 | MUX BUS #1 FWD AVNC | 452X2 | 2 | 3 | 0.9 | | | | Y | Y | | |
| X74ZB1 | MUX BUS #2 FWD AVNC | 452X2 | 2 | 2 | 2 | | | | Y | Y | | |
| X75AA1 | GUN ASSEMBLY 20MM | 462X0 | 3 | 10 | 6.2 | | | | Y | Y | | |
| X75AB1 | DRUM ASSY AMMO | 462X0 | 3 | 1 | 3.3 | | | | Y | Y | | |
| X75A01 | GUN SYSTEM | 462X0 | 3 | 40 | 7.1 | | | | Y | Y | | |
| X75BA1 | PYLON WING WEAPONS | 462X0 | 3 | 27 | 0.9 | | | | Y | Y | | |

F-16C BLK 40/42 LCOM TASKS
AGE USAGE WORKSHEET

| LCOM | | | | 500 | | PERCENTAGE AGE USEAGE FOR LCOM TASK | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TASK | TASK DESCRIPTION OR | | | DAY | AVG. | MC-1A | MC-2A | | AM32C-10 | AM32A-10 | MJ-2A | NF-2D |
| NAME | SYSTEM/SUBSYSTEM | AFSC | # | HITS | TIME | COMPRS | COMPRS | N2 CART | AIR CON | PWR GEN | HYDRL | LITE ALL |
| X75BB2 | PYLON CENTERLINE | 462X0 | 3 | 16 | 0.6 | | | | Y | Y | | |
| X75BD1 | ADPTR MSSLE LAUNCHR | 462X0 | 3 | 12 | 0.4 | | | | Y | Y | | |
| X75CB1 | LAUNCHER WING TIP | 462X0 | 3 | 29 | 0.7 | | | | Y | Y | | |
| X75CJ1 | DISP BOMB SUU-20B/A | 462X0 | 3 | 27 | 0.6 | | | | Y | Y | | |
| X75CK1 | RACK EJECT TER-9/A | 462X0 | 3 | 43 | 0.7 | | | | Y | Y | | |
| X75CL1 | LAUNCHR MSL LAU-117 | 462X0 | 3 | 1 | 1 | | | | Y | Y | | |
| X75CN1 | LNCR MSL WT LAU-129 | 462X0 | 3 | 1 | 0.5 | | | | Y | Y | | |
| X75CP1 | LNCR MSL UW LAU-129 | 462X0 | 3 | 33 | 0.8 | | | | Y | Y | | |
| X75DD1 | RMTE INT JET-RL SMS | 462X0 | 3 | 10 | 1.6 | | | | Y | Y | | |
| X75DF1 | REMOTE INF UN NCLR | 462X0 | 3 | 12 | 0.5 | | | | Y | Y | | |
| X75DQ2 | INTFC UNIT ENH CTRL | 462X0 | 3 | 14 | 1.6 | | | | Y | Y | | |
| X75EM1 | MTX WG STR 2&8 A908 | 462X0 | 3 | 2 | 0.5 | | | | Y | Y | | |
| X76BC1 | BLNKR UNT ADV INTFC | 452X2 | 2 | 4 | 2.9 | | | | Y | Y | | |
| X76CC1 | ADAPTER ASSY ECM PO | 452X2 | 3 | 35 | 0.8 | | | | Y | Y | | |
| X76CE1 | POD ALQ-131 | 452X2 | 3 | 40 | 0.9 | | | | Y | Y | | |
| X76C01 | ECM POD SET | 452X2 | 2 | 5 | 0.8 | | | | Y | Y | | |
| X76EB1 | CONTROL PNL AUX IND | 452X2 | 2 | 2 | 0.5 | | | | Y | Y | | |
| X76EC1 | AZIMUTH INDICATOR | 452X2 | 2 | 3 | 1 | | | | Y | Y | | |
| X76EE1 | RECEIVER CONTR FSRS | 452X2 | 2 | 2 | 1 | | | | Y | Y | | |
| X76EG1 | SIGNAL PROCESSER | 452X2 | 2 | 9 | 0.8 | | | | Y | Y | | |
| X76EL1 | AMP DETECTR E-J FWD | 452X2 | 2 | 1 | 2 | | | | Y | Y | | |
| X76EM1 | AMP DETECTR E-J AFT | 452X2 | 2 | 4 | 1 | | | | Y | Y | | |
| X76W01 | | 452X2 | 3 | 24 | 0.9 | | | | Y | Y | | |
| X91A01 | KIT ASSY SURVIVAL | 452X4 | 2 | 43 | 0.5 | | | | | | | |
| X97AF1 | DET TRNS 51126-1 | 454S2 | 2 | 5 | 1 | | | | | | | Y |
| X97AT1 | DETNTN TRNSFR ASSY | 454S2 | 2 | 2 | 1 | | | | | | | Y |
| X97AW1 | DET TRNS 16K0341-25 | 454S2 | 2 | 3 | 4 | | | | | | | Y |

## APPENDIX C
## FLYING SCHEDULES USED

Different Schedules:

18 aircraft:

Schedule 18a:

5 missions of 2 sorties each at 0800
4 missions of 2 sorties each at 1200
5 missions of 2 sorties each at 1600
3 missions of 2 sorties each at 1800
1 mission of 2 sorties at 2400

Schedule 18b:

5 missions of 2 sorties each at 0600
5 missions of 2 sorties each at 1200
5 missions of 2 sorties each at 1800
3 missions of 2 sorties each at 2200

Schedule 18c:

5 missions of 2 sorties each at 0800
5 missions of 2 sorties each at 1200
5 missions of 2 sorties each at 1600
3 missions of 2 sorties each at 2000

Schedule 18d:

3 missions of 2 sorties each at 0600
3 missions of 2 sorties each at 0700
3 missions of 2 sorties each at 0800
3 missions of 2 sorties each at 1500
3 missions of 2 sorties each at 1600
3 missions of 2 sorties each at 1700

Schedule 18e:

6 missions of 2 sorties each at 0600
6 missions of 2 sorties each at 1200
6 missions of 2 sorties each at 1800

Schedule 18f:

5 missions of 2 sorties each at 0600
5 missions of 2 sorties each at 1400
4 missions of 2 sorties each at 2200

9 aircraft:

Schedule 9a:

3 missions of 2 sorties each at 0800
3 missions of 2 sorties each at 1200
3 missions of 2 sorties each at 1600

Schedule 9b:

3 missions of 2 sorties each at 0800
2 missions of 2 sorties each at 1200
2 missions of 2 sorties each at 1600
2 missions of 2 sorties each at 1800

Schedule 9c:

2 missions of 2 sorties each at 0600
2 missions of 2 sorties each at 0700
1 mission of 2 sorties at 1200
2 missions of 2 sorties each at 1700
2 missions of 2 sorties each at 1800

Schedule 9d:

4 missions of 1 sortie each at 0600
4 missions of 1 sortie each at 0700
2 missions of 1 sortie each at 1200
4 missions of 1 sortie each at 1700
4 missions of 1 sortie each at 1800

Schedule 9e:

3 missions of 2 sorties each at 0600
2 missions of 2 sorties each at 1200
2 missions of 2 sorties each at 1800
2 missions of 2 sorties each at 2200

3 aircraft:

Schedule 3a:

1 mission of 2 sorties each at 0800
1 mission of 2 sorties each at 1200
1 mission of 2 sorties each at 1600

Schedule 3b:

1 mission of 2 sorties each at 0600
1 mission of 2 sorties each at 1200
1 mission of 2 sorties each at 1800

Schedule 3c:

1 mission of 2 sorties each at 0600
1 mission of 2 sorties each at 1400
1 mission of 2 sorties each at 2200

Schedule 3d:

1 mission of 3 sorties each at 0600
1 mission of 3 sorties each at 1700

Schedule 3e:

3 missions of 1 sortie each at 0600
3 missions of 1 sortie each at 1700

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